



GALLANTRY AT WALCHEREN

Fifty years ago this month the Royal Navy and Royal Marines were locked in the bloody battle of Walcheren. In this issue Navy News marks the anniversary with a special feature and some remarkable photographs of the action which General Eisenhower praised as one of the most gallant of the Second World War.



PAGES 8-9

PUTTING ON THE STYLE!

Brits in leading role to deter Saddam

BRITISH warships and Royal Marines were among the multinational forces to spearhead a successful operation which deterred Iraqi leader Saddam Hussein in his apparent threat to invade Kuwait.

First tangible sign of Allied reaction to Iraqi troop movements came when the Type 22 frigate HMS Cornwall arrived off Kuwait City, quickly to be rejoined on patrol in the northern Gulf by the air defence destroyer HMS Cardiff.

Ordered back

Cardiff had been visiting Colombo, capital of Sri Lanka, but was ordered back to the Gulf when major elements of Saddam's army were detected massing near the Iraq-Kuwait border last month.

In addition, a 250-strong battalion group of 45 Commando were flown to the area where they joined large US forces which had been despatched to aid the Kuwaiti army.

As the crisis waned with the Iraqi pull-back, the need to send further reinforcements lessened. However, those that are still there were remaining on the alert as Navy News went to Press.

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Uniform changes for 21st Century

CHANGES THAT will dictate how Royal Navy officers and ratings look in the 21st century are now under way as part of the widest review of uniform clothing ever undertaken by the Service.

Alterations being considered include:

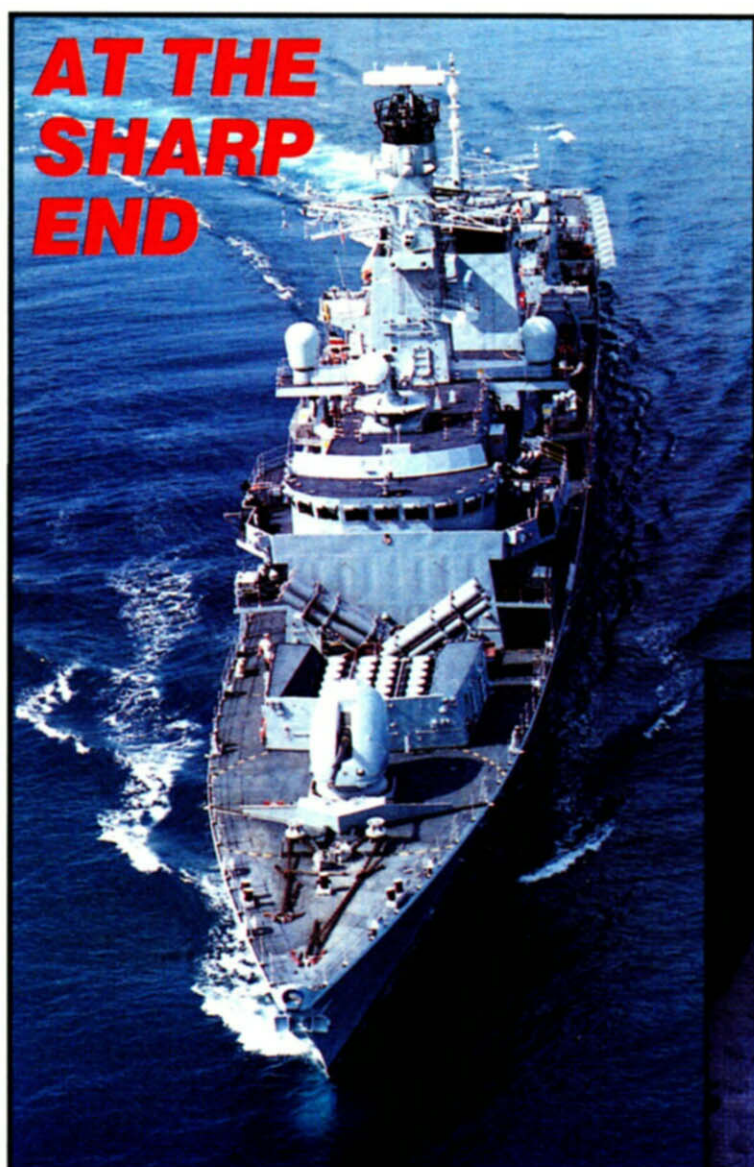
- Improvement and simplification of the traditional square-rig uniform involving suits tailored to fit — and the final demise of flared trousers.
- The wearing of tropical whites during summertime in UK.

- A single, better designed waterproof outfit to replace the raincoat, windproof jacket and foul-weather wear.

Many changes are already taking place as a result of the review which was launched last year by the Second Sea Lord. However, Phase Two of the project is more fundamental and will examine the usefulness, design and cost-

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AT THE SHARP END



HMS Iron Duke shows off her sharp teeth in this business-end view taken off Gibraltar during her current — and first — operational deployment (see report in page 27).

Her arrival on station as Falkland Islands guardship had been achieved at some speed — to assist HMS Brazen which had gone aground in the Patagonian Canals, Iron Duke transferring damage control shoring and wedges to the stranded frigate.

The Type 23 will spend Christmas on duty in the South Atlantic, and is not due to return to Devonport until the spring.



Cpl Rab Morrison prepares to go on patrol with Zulu Company, 45 Cdo in the northern border region of Kuwait.

Picture: CPO(PHOT) Stuart Antrobus

NEW SEA HARRIERS MAKE SQUADRON DEBUT

WITH the beleaguered city of Sarajevo sprawling below, the pilot of a Sea Harrier FA2 uses his fuselage camera to take a photograph of his companion.

The aircraft were from the carrier HMS Invincible which has been testing the FA2 in operational conditions over Bosnia. Now 801 Naval Air Squadron has become the first front-line unit to be equipped with the new aircraft.

At a ceremony at RN air station Yeovilton on October 6, 801's commanding officer, Lt Cdr Mel Robinson, accepted the log books of the first two FA2s from Lt Cdr Clive Bayliss, senior pilot of 899 NAS.



Endurance to aid Antarctic dinosaur hunt

ICE patrol ship HMS Endurance will be involved in a dinosaur hunt during her deployment to the Antarctic which was due to begin on November 7.

During her seven-month mission she will support a team of geologists and palaeontologists based on James Ross Island. Their objective is to study the fossil remains of dinosaurs in the Antarctic territory which millions of years ago was a real-life Jurassic Park.

Endurance will also survey important sites in the Antarctic Peninsula area as well as South Georgia and the South Sandwich Islands.

During her deployment she will round both Cape Horn and the Cape of Good Hope which, according to maritime legend, allows all members of her ship's

company to wear earrings in both ears!

Among the goodwill visits planned are stand-downs in Brazil, Uruguay, Cape Town, St Helena and the Canary Islands.

DIVERS SEARCH PLANE WRECK

ROYAL NAVY divers were involved in what one of them described as a "dark and horrible" search for the victims of a Hercules air crash in Hong Kong harbour.

The 12-man crew of the Indonesian transport plane died when it plunged into the water soon after take-off from Kai Tak Airport. The aircraft had stopped at Hong Kong while returning from a flight to repatriate Vietnamese refugees.

In darkness HMS Plover, a ship of the Hong Kong Squadron, began the search for the aircraft with the diving team embarked and led by Lt Tom Joyce. An initial sweep failed to find the wreckage so the divers resorted to a drag search.

Lt Joyce and his team — S/Lt Mark Thrippleton, CPO Darby Allan and LS Pony Moore — worked in pitch darkness and with only standard diving torches. Eventually they located the main part of the fuselage and made a rough survey of the wreckage.

At 1am, almost six hours

after the aircraft had crashed, CPO Allen was able to swim inside the fuselage which had been ripped open by the crash.

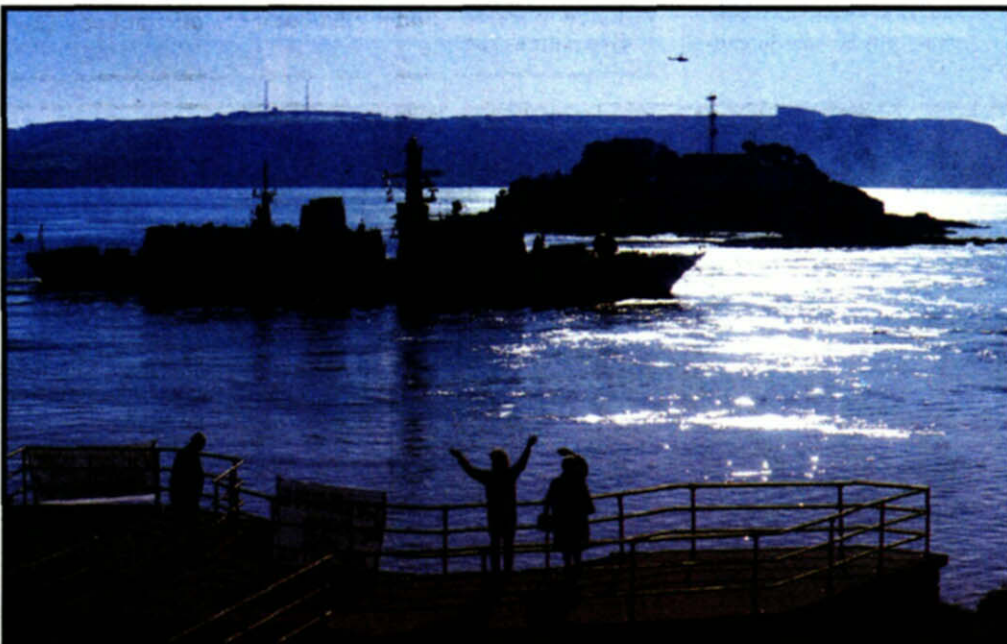
"It was dark and horrible," he said. "By the time we located it the sediment had settled. We entered the fuselage to find the black-box flight recorder. I found one body at 3am, which was recovered ... and then another."

But he could not find the flight recorder as it lay in the silt-covered rear of the aircraft. By 4am the Navy divers handed over the task to a Fire Service team.



Picture: LA(PHOT) Gary Hay

Bright homecoming



Home fires seem to be burning in the waters of Plymouth Sound as HMS Lancaster arrives belatedly from her West Indies deployment. As reported in our October edition, her return was delayed until October 4 due to her standby support for American-led forces landing in Haiti.

Picture: LA(PHOT) Gary Hay

Payroll costs to be halved

CHANGES in computer systems are being introduced with the aim of cutting the cost of paying naval personnel by more than half.

It is estimated that millions of pounds can be saved by using cheaper, commercially available systems instead of the current computer payroll system developed exclusively for the Navy.

By 1996 Centurion Building will use Oracle Payroll, a software package supplied by Oracle Corporation in a contract worth £1 million-plus. Each month 60,000 records will be processed to manage the electronic receipt of pay information from all naval units, including ships at sea via satellite.

The Navy estimates that at present it costs £125 a year to pay each person. Aim of the new system is to cut that figure to £50-£60.

If the cap fits...

LMA Andy Townsend provides the cap as well as the ship for MEM(M) Tameem Ahmed of the Pakistan navy after the ceremony to hand over HM ships Avenger and Active at Devonport.

Tameem is now a member of the ship's company of PNS Shah Jahan (Avenger) whose sister ship is PNS Tippu Sultan (Active).

At a similar ceremony at Portsmouth the mine-sweepers HM ships Waveney, Dovey, Carron and Helford became the Bangladesh navy ships Shapla, Surovi, Saiket and Shaibal.

The vessels were handed over in the presence of the Second Sea Lord, Admiral Sir Michael Layard, and the Chief of Staff of the Bangladesh navy, Rear Admiral Mohaiminul Islam.

TRIO OF IDEAS WINS £11,000

TWO members of the Royal Navy and a Royal Marines officer have been awarded a total of £11,000 for developing efficiency measures that are saving the Service more than £200,000 a year in running costs.

Capt Peter Davies RN, Major Bob Bowkett RM and WO David Grieg were each responsible for developing new or enhanced naval computing systems associated with planning programming and information handling.

They were presented with their MIDAS Awards by the First Sea Lord, Admiral Sir Benjamin Bathurst.

MIDAS (Make Ideas Develop Assets Successfully) was introduced in 1985 and is open to all Ministry of Defence personnel. It is estimated that savings of £1 million a year are being made as a result of the scheme.

Hero's medals go to museum

THE MEDALS of a Royal Navy submariner who died while saving others in his sunken vessel, have been presented to the RN Submarine Museum by members of his family.

CERA Francis Walter Hine died after HMS Truculent sank in the Thames Estuary when she collided with a Swedish tanker in January 1950. He and Lt Joseph Hindes supervised the escape of 64 of their shipmates through two escape hatches on board.

Both were awarded the Albert Medal, posthumously in CERA Hine's case. He became the only submariner to be awarded both the Albert Medal and the Distinguished Service Medal which he won for an earlier act of gallantry.

Mr Hine's daughters — Mrs Doreen Kennard, who now lives in California, and Mrs Sandra Twist — presented the medals to the Museum Director, Cdr Jeff Tall.

● A Victoria Cross awarded to Admiral Sir John Commerell early in his career has been auctioned at Sotheby's for £41,000. It was conferred on him for leading a commando-style raid during the Crimean War.

Lottery sales via Naafi

SELECTED Naafi shops around the country will sell £1 National Lottery tickets from November 16. The weekly lottery has a top prize of £2 million with many smaller prizes, the first draw taking place on November 19.

The tickets are also available from the Trident Club, Faslane, and the Drumbeat Club, HMS Drake.

Lone sailor in battle with smugglers

Boarder forced to swim for his life

A SAILOR swam for his life after boarding a launch off Hong Kong and being attacked by smugglers carrying bamboo poles.

LWEM Neil Moore was separated from the rest of a boarding party from HMS Plover which approached a 'dai fei' carrying luxury cars south east of Kowloon.

He was the only sailor to get aboard the craft when it suddenly accelerated away. While trying to take over the controls,

he was attacked by three of the smugglers, knocked one down but decided to jump overboard as the others moved in on him.

He then swam through the night for three-quarters of an hour before reaching Sha Chau island and setting off his personal rescue beacon. Later he

his life

was picked up unharmed by a Royal Marines patrol.

HMS Plover meanwhile lost contact with the 'dai fei' as it entered Chinese waters.

Royal Oak left alone this year

NAVY divers making their annual inspection of the wreck of the battleship HMS Royal Oak have found that the damage and pillaging which the war grave was subjected to last year has not been repeated.

Contrary to recent news media reports, Scotland and Northern Ireland Clearance Diving Unit found no evidence of further desecration.

Unauthorised diving on the wreck, lying on the sea bed in Scapa Flow, was banned by the Ministry of Defence earlier this year after the Navy divers discovered that explosives had been used to gain access to brass and other fittings in the wreck.

Each year the SNICDU team dive on the battleship on the anniversary of her sinking to renew the White Ensign which is attached to the wreck.

More than 800 of the Royal Oak ship's company were entombed when the vessel was sunk by a U-boat which penetrated Scapa's defences on October 14, 1939.

Brass plaques

"What was particularly upsetting about the pillaging was that brass plaques which survivors had asked to be attached to the ship were among the items taken," said Lt Cdr Chris Davies, Staff Minewarfare Clearance Diving Officer based at Maritime HQ Pitreavie.

As usual this year, the diving team took members of The

Royal British Legion and survivors of the sinking to the wreck buoy to lay wreaths and hold a short commemorative service. The divers themselves laid a wreath on behalf of Flag Officer Scotland, Northern England and Northern Ireland.

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Holiday bargains offer

DRAYTON Cottages, Exmoor and Gites de Ferme de Keraris in southern Brittany are available for a total of 30 holiday bookings in 1995 at £175, the balance being paid by the Sailors/Fleet Amenity Fund.

Active service personnel are invited to apply by December 31, stating preferred weeks (Saturday to Saturday) between April and September, to The Central Funds Treasurer, Pembroke Block, HMS Raleigh, Torpoint, Cornwall PL11 2PD.

A draw will be held in early January.

Nelson in the news

A TEAM from HMS Nelson attended a ceremony to mark the restoration of the tomb of Lady Nelson, the wife of the hero of Trafalgar, at Littleham, Devon.

The tomb in the parish churchyard had deteriorated badly after 160 years' exposure to the elements and an appeal by the 1805 Club, the Exmouth Society and the Nesbit-Nisbet Society launched an appeal to raise £4,000 for the repair work.

Meanwhile plans to celebrate 'The Nelson Decade' were announced on Trafalgar Day, October 21, by the National Maritime Museum and the Royal Naval Museum, Portsmouth.

They have established the Official Nelson Celebration Committee to promote the anniversaries of the great battles fought by Nelson during the French Revolutionary and Napoleonic Wars, culminating with the bicentenary of Trafalgar in 2005.

One of the first major events will be the opening of a new Nelson gallery at the NMM next summer.

● An original copy of Nelson's battle plan for Trafalgar sent to the seventh Earl of Northesk, his third in command, is to be sold at Sotheby's on December 13, together with other Trafalgar papers and memorabilia in the possession of the present Earl. Both museums have expressed an interest in the sale, which is expected to raise around £200,000.

MCMVs in Med on-call

HMS Berkeley, Brocklesby and Chiddingfold left Rosyth for the Mediterranean last month to operate as an on-call force in readiness for mine clearance operations.

All four ships are due home in time for Christmas.

Royals plan a record new high

ANOTHER giant leap for the Royal Marines — in January they are leading an expedition to the Bolivian Andes and plan to hang glide from the summit of one of them.

At 6,550 metres, Ancohuma is the country's second highest mountain. The Joint Service party led by Lt Alistair Dimmore RM and WO John Mitchell RM hopes to launch two hang-gliders in an attempt on the world record distance flight, currently standing at 301 miles.

WO Mitchell will fly one of them while the other will be piloted by Darren Arkwright, a professional designer.

Joint Services Expedition Bolivian Andes 95 also aims to research into weight loss at altitude.

Half the team members will have a high carbohydrate supplement in addition to their normal diet and comparisons will be made between the two groups for susceptibility to acute mountain sickness, weight loss and physical and mental performance.

IN BRIEF

HMS Campbeltown, currently in the Mediterranean enforcing United Nations sanctions against the former Yugoslavia, was visited by the First Sea Lord Admiral Sir Benjamin Bathurst to film a question and answer session for the Christmas edition of the RN video magazine Viewpoint.

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SIXTEEN vintage, pre-war and modern Rolls-Royce and Bentley cars, the oldest a 1925 Silver Ghost, attended a rally at Britannia Royal Naval College, Dartmouth last month.

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DURING a rare visit to Portsmouth, HMS Cramer was visited by Admiral Sir Brian Brown and Lady Brown, the ship's sponsor.

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HMS Gannet, the last remaining RN sloop now undergoing restoration at Portsmouth Historic Dockyard, has had a new lower mizzen mast stepped, made of Douglas fir from the Forest of Dean.

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IMDEX 95, the International Maritime Defence Exhibition and conference, will be held at the National Maritime Museum, Greenwich with visiting warships of the world's navies berthed in West India Docks on 28-31 March 1995.



Godiva's daughter

BEAUTY therapist Therese Porretta was elected Miss HMS Coventry at a competition at the Hylands Hotels during the ship's visit to Coventry, where she was born and educated — see also page 27. Her mother Prudence, a former model, has been the official Lady Godiva since 1982.



'Nicking spade' goes legitimate

SENIOR rates at HMS Neptune show off a brand-new 'Nicking Spade' — presented via the Senior Rates Mess of the First Canadian Submarine Squadron based at Halifax, Nova Scotia.

The original spade was used to cut the first turf for the Mess in Halifax in 1963.

However, the Canadian senior rates have since been only temporary custodians as it became a tradition for visiting senior rates of the Royal Navy's First Submarine Squadron to "nick" the spade.

Over the past 30 years the much-travelled tool has made innumerable trips across the Atlantic between Halifax and HMS Dolphin, formerly the home of SM1 — from where visiting Canadian senior rates inevitably re-nicked the spade.

This year, during a visit to Halifax by HMS Spartan, a new spade was presented to the Brits. On return to the Clyde Submarine Base, the boat's SR Mess President, CCMEA Duncan Gow (left), passed it on to the SR Mess President at Neptune, WO Jimmy Durrant (right).



Keeping their customers satisfied

OVER the past 12 months changes have impacted on the way Drafty does business. These include the third round of redundancies, Warfare Branch implementation, the relocation of sea accommodation for female junior rates, reduction in complements and the run-down of bases at home and abroad.

Much time and effort has been expended to ensure the best use of a diminishing workforce, while still ensuring, when possible, that Drafty meets the needs of individuals.

Drafty's page in Navy News is sometimes slated for banging on about the same subjects, but the reason it does so is to ensure that the most recent information gets to you and that you keep Drafty up to date so that in as many cases as possible people get the drafts they want.

The drafting team is there to provide the best service possible within the constraints under which it works. The follow-

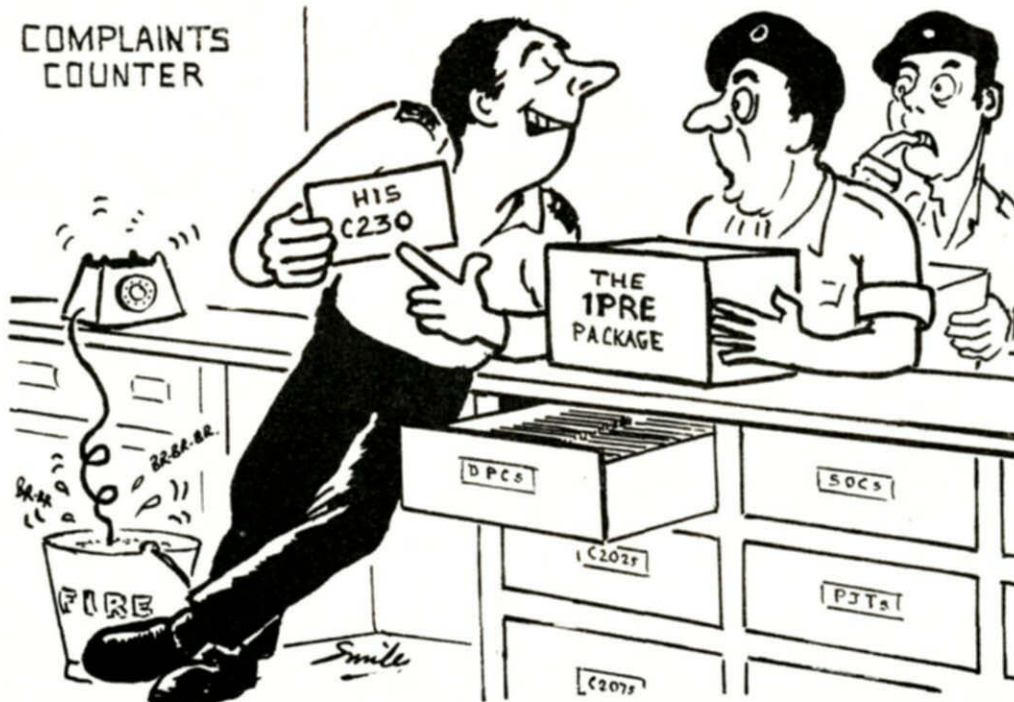
ing points are intended to give you guidance on how you, the customer, can help Drafty to serve you better.

Preferences

Drafty strives to achieve a target of 88 per cent first preference drafts across the board — and is meeting that aim.

Figures, however, do fluctuate as they are dependent on a number of factors — for instance, shore billets in the Plymouth area include one for a CPO(EW) and three for PO(EW)s, yet 15 Chiefs and 36 POs are after the jobs. Obviously most of them will get non-preference drafts.

COMPLAINTS COUNTER



'But it's what you asked for — remember?'

Drafty always studies your drafting history, your preferences and your circumstances and balances these against the needs of the Service and the need to give all a bite of the cherry — particularly those returning from sea.

Advancement

It is very easy to get lost in the maze of arguments surrounding advancement, which is governed by two sets of figures — the authorised number (how many are allowed) and the strength (how many we have).

The difference between the totals determines the number

of Advancement Orders that can be issued. The difference fluctuates throughout the year and is dependent upon a multitude of factors — but for Ops and Warfare sub-specialisations the majority has now reached, or are reaching, a reasonable balance.

However, the balance in itself presents problems as any Advancement Order becomes largely dependent on who goes outside and when, which is unpredictable.

Misconceptions

Each day Drafty receives queries associated with schemes of complement —

SOCs — and it is time to clear up a few misconceptions. Drafty is only permitted to draft the SOC valid for each unit. Drafty does not amend them — that is carried out by the Directorate of Naval Manpower in Victory Building. And Drafty does not own a unit's SOC — that is the unit's own responsibility, as are any proposals for amendments.

There have been many instances in which units have contacted Drafty to complain about problems with their SOC which we simply cannot resolve. Three common problems are:

● **Pre-joining training courses.** These are only authorised for sea drafts. Ratings going on PJTs before a sea draft generally have to go without relief from their shore unit irrespective of the post held. This causes heartache which is well recognised but is unavoidable without additional manpower funding.

● **Hand-over periods.** Standard periods are four days for senior rates and one for juniors. Drafty is not authorised to give more without authorisation on SOC.

● **Billet continuity.** This is a particular problem for shore units. The length of shore drafts depends upon a variety of factors including sea-shore ratios, the demands of first preference drafting, and the type of billet.

In Drafty's considerations of the Service's and the rating's requirements, one area which sometimes gets penalised is continuity. While Drafty tries to ensure continuity, it does have a lower priority than the sea bill — and don't forget the right to volunteer for sea early, out of turn. That can be a great help and often eases manning problems elsewhere.

Accuracy

Many still fail to understand that Drafty has no access to your Service documents. The only information available to the drafting sections is that contained on your drafting pre-

WHEN YOU CALL

DRAFTY is delighted for you to make contact by letter or phone, but preferably via your divisional officer. Queries should always be passed through the divisional system to make sure Drafty is not inundated with individual questions and so that your boss knows what your concerns are.

Each drafting desk averages 300 phonecalls daily. So if and when you get through keep to these simple guidelines:

● **Keep it short and simple.** Have your facts ready and do not beat about the bush. Do not expect an immediate answer if the query concerns drafts and people, as invariably any change will effect more than just one person.

● **Group enquiries by drafting desk and then by rate, allowing Drafty to work one set of data at a time. This also saves time.**

● **If you have a complaint make sure your facts are accurate.** About 70 per cent are home goals, the majority of those based on incorrectly completed C230s.

Remember that desk teams represent their drafting officers. Their decisions are based on drafting regulations, the drafting plot and — when necessary — the drafting officer's interpretation of both. Drafting action is only taken by the drafting officer and any agreements discussed by phone must be confirmed in writing.

ference card — the C230 — and in certain circumstances, where you wish for a particular course or draft, on your application by C240.

It cannot be emphasised too strongly that the information you provide and which we act upon must be correct. Take the time to update it regularly, in some cases every six to 12 months depending on your circumstances. If you are in any doubt see your divisional officer.

Many senior and junior rates seem confused by the box in the sea preference section of the C230 which asks whether you are prepared to give up some of your shore time to get your sea preference. If your answer is yes then you have given Drafty your approval to draft you back to sea with five months' notice at any stage of shore time.

If you have also said yes to whether you are prepared to go to sea with less than five months' normal drafting notice to get your sea preference, this gives Drafty the authority to give you your first preference with minimal notice — ie less than five months.

In both cases, although you are offering to shorten shore time, the reality is that normally little time is given up, and it does increase the chance of the sea draft you want.

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THE TEAM

THE current Ops/Warfare drafting team, with extension numbers, comprises:

Drafting Commander & WO appointing Office manager	Cdr Ted Sykes CPOWTR Brian Beris	2494 2497
Drafting officer and desk for M/R/WA/OM(AW)/(AWT) (AWW)	Lt Cdr Peter Young POWTR Penny Dymond (tbrb POWTR Lorna Garthwaite)	2457 2459/50
Drafting officer and desk for S/MW/EW/DIV/SR/SEA/OM(EW)	Lt Cdr George Bent POWTR Pam Miles (tbrb POWTR Lisa James)	2454 2151/ 2241
Drafting officer and desk for Comms(G/T)/CT/OM(C)/Tels	Lt Cdr Bob Villier POWTR Andy Faichen	2452 2442/96



Cumberland bound for the Adriatic

SECOND of four Type 22 Batch 3 frigates, HMS Cumberland was built by Yarrow Shipbuilders in Glasgow and accepted into Service in November 1988.

Since then she has been widely deployed, most recently on Armilla patrol in the Gulf. After her return to Plymouth she underwent a thorough maintenance programme in preparation for her to deploy to the Adriatic later this month for duties with the Standing Naval Force Atlantic.

Her main role will be to enforce the United Nations embargo against the former Yugoslavia.

The Type 22s were designed to succeed the Leander class frigates. The Batch 3s were brought in to replace the losses of the Falklands War. Although similar in design to the other Type 22s, the Batch 3s are larger, more heavily armed and incorporate improvements based on lessons learned in the South Atlantic.

Versatile

Primarily an anti-submarine platform, Cumberland also has potent anti-surface and anti-air capabilities. This, combined with her capacity to embark a Flag Officer and his staff, makes her a versatile asset.

In her ASW role, HMS Cumberland can employ a number of sensors and weapons. A towed array sonar enables long range detection of targets, while a medium-range, hull-mounted sonar gives a more accurate picture, allowing a precise attack to be made.

Primary method of attack involves the ship's Sea King helicopter, which carries conventional depth charges and Stingray torpedoes. The latter can also be launched via the ship's torpedo weapon system.

Embargo

The HAS Mk6 Sea King, flown by A Flight, 819 Naval Air Squadron, can be used for a variety of tasks in addition to ASW, including transporting the ship's boarding party during embargo operations, and for over-the-horizon targeting in long-range surface engagements involving the ship's Harpoon missiles.

Control of weapons and sensors is co-ordinated in HMS Cumberland's operations room using the Computer Assisted Command System. To protect the vessel from attack, two of the most advanced defence systems have been combined: the SeaWolf missile system and the Goalkeeper close-in weapon system.

HMS Cumberland's propulsion is provided by four Rolls-Royce engines, two Speys to provide high speed and power and two Tynes for economical cruising.

As a "combined gas and gas" ship, the Cumberland can have all four gas turbines driving her simultaneously, allowing a top speed well in excess of 20 knots. To control the engines and other auxiliary machinery, the ship's control centre is fitted with computerised monitoring equipment, which facilitates rapid fault analysis.

Spacious

The ship's company live in relatively spacious accommodation, with a recreation area as part of each mess deck. The Chiefs and Petty Officers are accommodated in four and six berth cabins and each mess has a separate lounge.

Before the three-week period of sea training at Portland in preparation for the Adriatic deployment, the ship's company took some well-earned leave. They will remain off Yugoslavia over the Christmas period.

Battle honours: Sadras 1758, Negapatam 1758, Porto Novo 1759, St Vincent 1780, Baltic 1854, Cameroons 1914, North Africa 1942, Arctic 1942-43, Sabang 1944 and Burma 1945.



CRUISER PROVED WORTHY TO END

NO FEWER than 15 previous ships have borne the name Cumberland over the past three centuries. The first was an 80-gun ship launched at Bursledon in 1695 and the fifteenth — and probably the most famous — a County-class cruiser launched in 1926.

At the outbreak of the Second World War she was attached to the South American division and was involved in the defeat of the Graf Spee off the River Plate in 1939.

Trials

Through the war, HMS Cumberland fought all over the globe, from Burma to the Arctic, finally paying off in 1946. A new role was found only three years later, and, after a refit, she was recommissioned in 1951 as the Royal Navy's first trials cruiser.

For the next seven years she was used for trials of pre-wetting systems, anti-ship missiles, new anti-aircraft guns and silent propellers. Many of the derivatives of these innovations can be seen in the present ship of the name.

When she finally went to the breakers in 1959, the fifteenth HMS Cumberland had steamed almost 700,000 miles during 30 years' service and collected four battle honours to add to her namesakes' half dozen others.

With her comprehensive weapons fit, the Batch 3 Type 22 frigate HMS Cumberland has the fire power of a cruiser.

FACTS AND FIGURES

Pennant no: F85. Builder: Yarrow, Glasgow. Laid down: October 12, 1984. Launched: June 21, 1986. Commissioned: June 10, 1989. Displacement: 4,280 tonnes. Length: 148 metres. Beam: 14.8m. Draught: 6.4m. Ship's company: 250. Affiliations: County of Cumbria, the Sea Cadets of TS Cumberland in Carlisle, and the King's Own Royal Border Regiment. Motto: *Justitiae tenax* — "Tenacious of Justice".



ONE OF HMS Cumberland's tasks is to provide sea-time for young weapon and marine engineering artificers, during which their training is put to the test and their progress monitored by ship's staff. WEA App Chris Blake (above) has now left the frigate to resume his studies at HMS Collingwood.

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JACK

BY TUBS

THAT DENTAL WREN!!? 'OW DOES AN UGLY LITTLE RATRAB LIKE YOU GET A DATE WITH HER!!?

'E BUYS TWO 'UNDRED AND TWENTY SEVEN POPPIES

News travels North and South

I SO look forward to all the news of the RN and the letters you print — we had a great summer for entertaining fellow shipmates and RM in Vancouver this year.

Being Navy, the Vancouver Naval Veterans Association had the honour to lead the march past during Vancouver Sea Festival parade. There was no VIP at the saluting stand, so no "eyes right" command — but further down the route a little five-year-old boy called out "Hallo Grandpa!" so you can guess there was a smart "eyes left" then! — **D. Murrell**, Burnaby, British Columbia.

know not, but being an ex-Navy girl, wartime, I belong to the Australian Naval Association and I guess the RN Association receives the copies.

Anyway, it is always passed around in hospitals and to all the ex-RN we know. I myself send copies up north to Queensland to an ex-RN submariner, who sits and reads every word. — **L. Mill**, Banyule, Victoria.

What really matters

I note that the question of medals, which ones, what size and where they should be worn still raises its head — particularly now that we are inundated with 'commemorative' medals of many kinds.

Are we getting too obsessed by these matters? Is it not really more the fact that so many veterans and younger ex-Servicemen get together in either RNA, RMA or RBL to meet in a convivial atmosphere, sharing a common bond and language?

Sure, it's good to all follow the same rules — but after so many years, when the memory of how to spit and polish or of having hair to cut has gone, let's just enjoy each other's company. — **I. A. Wilson**, Newton Abbot.

Recipe for success

I joined the Navy as a cook in 1937 and left in 1953. Since then I have been Head Chef at hotels, hospitals and university — and am still working part-time at 74.

The training I had at the old RN Cookery School at Devonport was the finest in the world — but I would very much like to have some menus of the modern Navy to keep me up to date. — **S. J. Cotton**, Sheffield.

Send in your favourite RN recipes, old and new, to Navy News — we have long had it in mind to publish a Navy News Cookbook — Ed.

"This is not the Captain, speaking..."

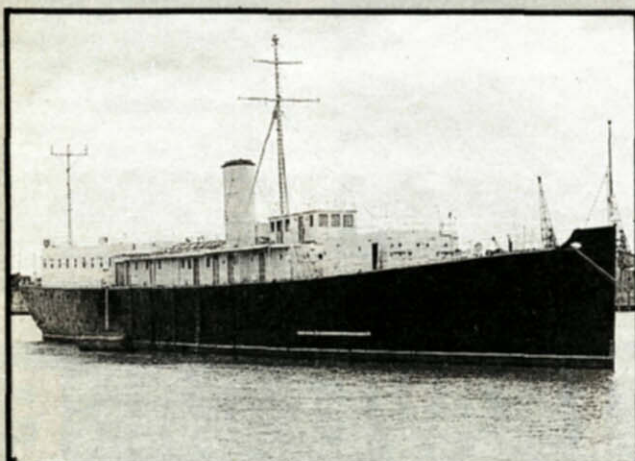
JUST how much further is Pusser going with Ansaphones?

It seems that every number you ring in any of the dockyards all you get is ansaphone and Sultan is just as bad.

Are the powers that be going to draw the line at ships or will they also get them once all the shore establishments are topped up? — **CMEA(L) R. Thompson**, HMS Sultan

Letters

Ships past — and one still present



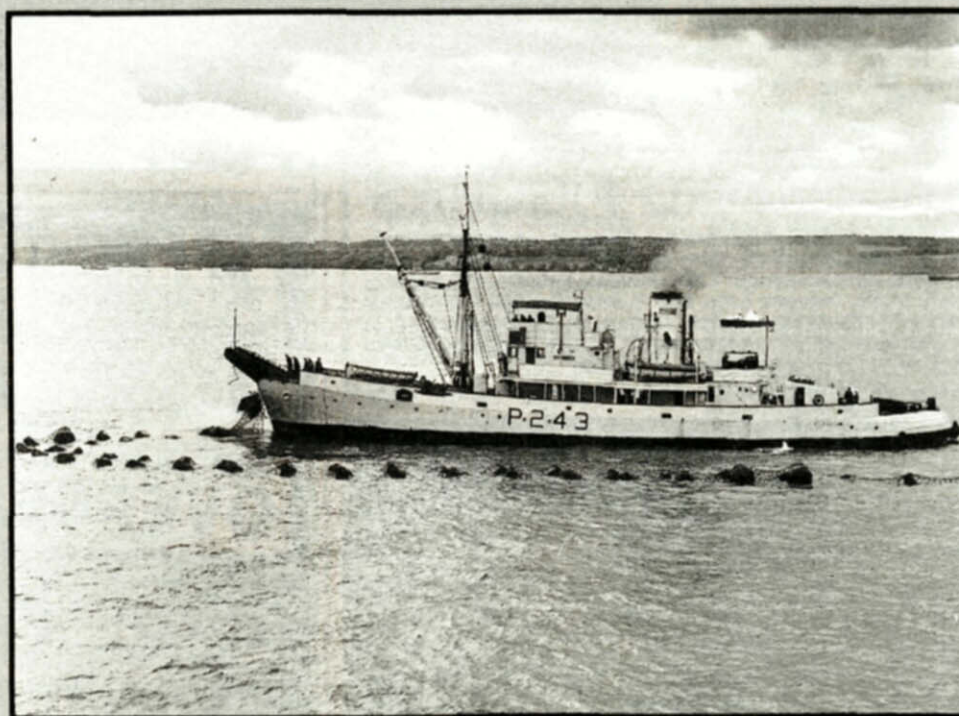
In the Calling Old Shipmates column in August, Bill Stone was asking what became of HMS Chrysanthemum, formerly moored astern of HMS President on the Thames Embankment.

I happened to see her moored on the Medway at Rochester a year ago — and went back and took a photograph (above). She was commissioned during World War I as a sloop, later a Q ship. I wonder if there are any others moored up some backwaters somewhere? — **C. R. Polglaze**, Rainham, Kent.

We've read a lot about the 'Forgotten Fleet' lately — to me another Fleet to qualify for that title are the boom defence ships, used to defend the harbours and the big ships.

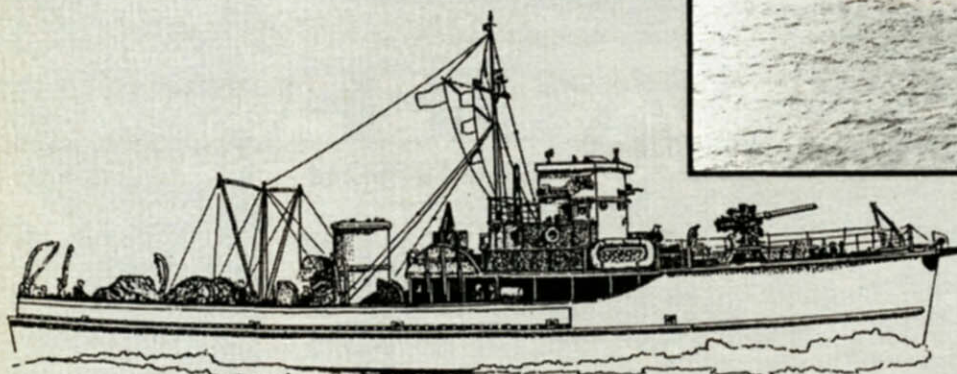
It would be nice to see a picture of one of the 'Bar' vessels sometime. — **H. Roberts**, Colwyn Bay.

● Glad to oblige — HMS Barbican (below) laying nets in the Firth of Forth during Admiral's Inspection in 1968 (From 'More Navy in the News', available from Navy News at £9.95 plus £1 pp).



Thanks for many excellent issues of Navy News — I occasionally pass mine on to libraries in the Hamilton area, which I hope will bring in readers.

I was a draughtsman before suffering a stroke last year — now I can no longer write without the help of a word processor — so I thought you might be interested in this drawing of my old ship, the British Yard Minesweeper BYMS 2188. — **P. Griffiths**, Stoney Creek, Ontario.



Franklin — 'no evidence of cannibalism'

YET AGAIN the spectre of cannibalism among Capt Sir John Franklin's men has ('Franklin graves found in Arctic', October issue) has been allowed to rise up — despite all the evidence being to the contrary.

The initial native reports given to Dr John Rae in 1854, six years after the actual event, were at best second hand and given by people who not only resorted to cannibalism themselves, but were also notorious for telling their listeners what they thought they wanted to hear.

None had actually met or seen Franklin's men or been to the site of the tragedy.

A single scratch on an isolated bone found on the south of King William Island in the early 1980s was elevated into 'evidence' and used to resurrect the story. This was followed in 1993 by the finding of more bones at Erebus Bay with 'cut marks' — and once again the cry of 'cannibalism' went up.

These latest marks were concentrated mainly on finger bones, however — a fact which would suggest to even the most novice

pathologist that someone had been attempting to defend himself against a knife attack. It would be a strangely fastidious cannibal who ate the meat from fingers with the use of a knife.

Add to that the reasonable assumption that the defender was desperately weak from scurvy and the knowledge that the local natives were considered so violent that they had driven other tribes from the area, and a new light begins to fall on the matter.

Boys' bones found

Another fact which has been conveniently ignored is that a number of the bones found in 1993 belonged to boys aged between nine and 12 — yet another indicator that natives were involved.

Finally, there is no evidence that the sailors were short of food — 40lb of chocolate were found actually on the site of the deaths at Erebus Bay and food tins were found as far south as Starvation Cove, the furthest position known to have been reached by the retreating party. — **Lt E. C. Coleman**, RN Careers Office, Lincoln.



No. 484 41st year

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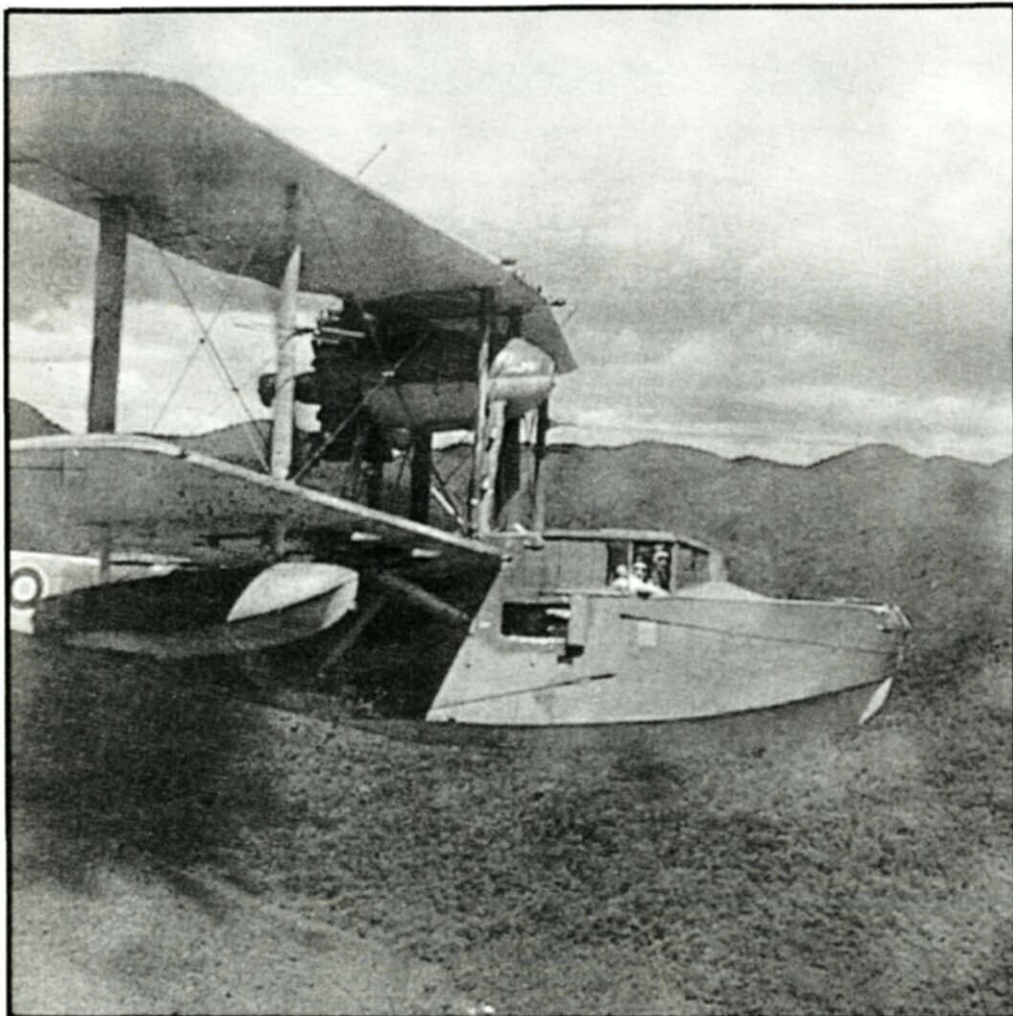
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Letters



Two pairs of wings over Africa

I WAS surprised on reading your wonderful tribute to the Fleet Air Arm (September issue) to see no reference to the famous Walrus and Sea Otter.

In 1944 I was in Freetown, Sierra Leone as First Lieutenant to the FAA base for the colony. HMS Spurwing.

After the end of the war with Germany we handed over all our aircraft to our Free French Navy counterparts — a very 'hairy' bunch of pilots they were, but good flyers.

I enclose a photograph of me flying in a Walrus on one of our patrols — I believe the pilot was Leo Williams — and I'd be very glad to hear from any 'Spurwings' who are still around. — C. H. Spencer, Sidmouth.

YOUR 80 years of Naval Aviation special reminded me of an incident I witnessed when I was a boy of 12 in 1918.

A dirigible was flying over the Medway towns of Chatham and Rochester with a biplane suspended below its gondola.

It was apparently on a test flight to see if it was feasible to launch a machine close to the German coast so that it would have sufficient fuel to reach and bomb the Zeppelin sheds and then return far enough to ditch in the North Sea and be picked up by a destroyer.

Unfortunately something happened to the forward support and the plane dropped and toppled its two-man crew about a thousand feet to their deaths.

One fell in the Strood Canal, the other into a railway truck standing in the sidings. Although I was more than a mile from the spot I could see both bodies falling as I stood at the top of Otway Street, Chatham. — J. A. Gurr, Worthing.

Air raid on Roedean

How pleased I was to read the article 'Roedean boys go back to school' — in 1943 I was one of them, having been drafted to Vernon (St Dunstan's and Roedean) to qualify as a Torpedo Gunner's Mate.

How well I remember the day

when German aircraft raided. The local school headmaster had decided to hold a fire drill — and it must have been divine Providence, as within a couple of minutes of everyone taking shelter the school suffered a direct hit.

In my post Service life, when asked to provide details of my schooling, it was always my proud boast to say to a panel 'Bath Technical College and Roedean.' — A. White, Bristol.

Kilroy was here — how?

ON a visit to Muscat in the Capetown in 1943 I noticed the narrow anchorage had a sheer smooth cliff smothered in graffiti — including the inevitable 'Kilroy was here.'

I've always wondered how the large letters and dates were applied — paint ship has produced some odd practices, but that cliff display is a puzzle.

Does anyone have any knowledge of this display and does it still exist? — D. McClaren, Denmead, Hants.

Haida also in business

"CAVALIER back in business" (September issue) the 50th Anniversary of her launch, described her as the last surviving wartime destroyer.

That might be correct of U.K. but not of Canada. We have tied up in Toronto harbour H.M.C.S. Haida — a Tribal class destroyer.

She saw much action in World War II including N. Russia and early in 1944 was part of 10th Destroyer flotilla based at Plymouth. She was responsible for sinking two German destroyers and other shipping, but unfortunately lost her "chummy" ship the Athabaskan. She was back in action again in the Korean War.

Haida was purchased by a group of businessmen, as a memorial to the men and wom-

en of the Royal Canadian Navy and Merchant Service.

She is the last survivor of 27 Tribal class destroyers that served together in three Commonwealth navies, is open to public six months of year and is well visited and maintained. — J. Stewart, Newcastle, Ontario.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

HOLLAND FIVE ARE CAUGHT ON CAMERA

A PHOTOGRAPH of all five of the Royal Navy's first class of submarines, taken in Portsmouth Harbour in 1905 or 1906, has been discovered by CPO George Malcolmson of HMS Dryad.

Cdr Jeff Tall, Director of the Royal Navy Submarine Museum, said he believed it to be unique.

"It is one of the most important finds for years, showing as it does the primitive submarines from which all Royal Navy submarines are descended," he said.

The Holland boats are seen at a buoy off Fort Blockhouse, later to be known to generations of submariners as HMS Dolphin. Nearest to the camera is Holland 1, the Royal Navy's first submarine which is on display at the museum.

This one sank on her way to the breaker's yard in 1913 and was found off Eddystone Lighthouse in 1981.

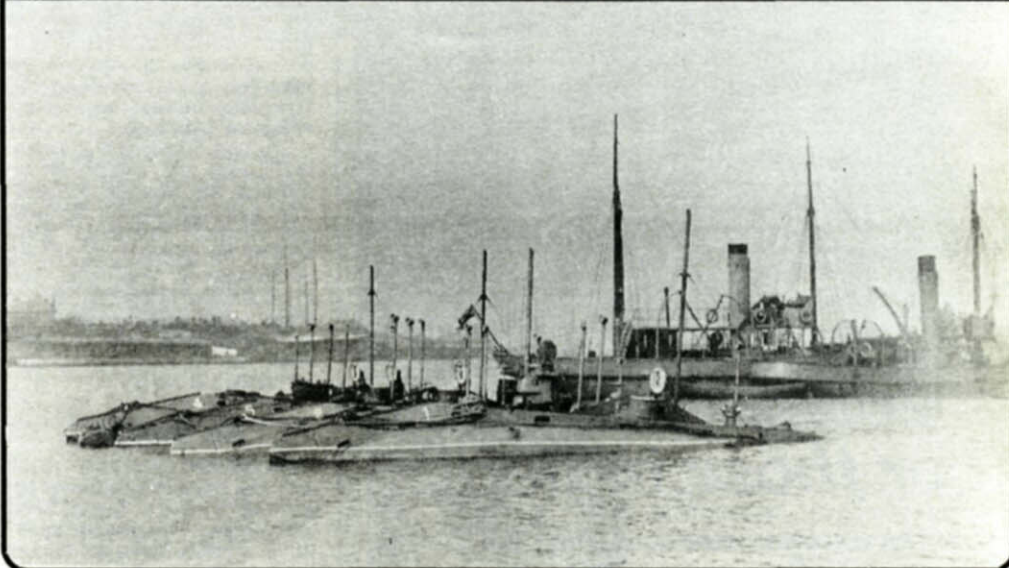
It remains the only surviving example of the American design built under licence by Vickers at Barrow-in-Furness,

which produced the rest of the class in 1901-02.

Holland 3 is obscured by the other boats in the picture — but a count of the conning towers shows her to be there. Gosport is in the distance, with the ferry pontoon clearly visible, while the tenders HMS Nettle and HMS Pigmy are in the background.

The Museum will be delighted to hear from any reader who can date the photograph more accurately or provide further details.

● A £25,000 model of a First World War E Class submarine used in the BBC documentary series 'Nautilus', to be screened in the New Year, will soon go on temporary display in Portsmouth Historic Dockyard before moving to a permanent home at the Museum.



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LAND-ROVER

MOST GALLANT

Blood and bravery at Walcheren

STUBBORN and damaging German resistance characterised the campaign to clear the Scheldt Estuary. Here was an enemy occupying strong defences and whose leaders fully realised the vital need to impede the opening of Antwerp.



For those in peril..

Disaster at sea can strike at any time. But life ashore has its disasters too — when sailors grow old, become disabled, fall on hard times, leave widows to be cared for and children to be educated.

King George's Fund looks after Royal Navy and Royal Marines widows and orphans from two World Wars and the Falklands Campaign to the present day. It is also the vital safety net for the many organisations serving the Merchant and Fishing Fleets. Every year, some 80 or more maritime charities receive over £2m in help from KGFS.

Sadly, the need continues to grow and we need your help to continue caring for the sea's victims in the years ahead. Please support us with your donation now, and please remember KGFS in your Will.



KING GEORGE'S FUND FOR SAILORS

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By the end of October South Beveland had been taken in the teeth of a desperate German defence. There remained only Walcheren whose big guns governed the approaches to the Scheldt.

Most of the island of Walcheren was flooded, with only a rim of land marking its existence. To the east was the end of the causeway from South Beveland. On its southernmost point was the harbour of Flushing, while to the west lay six large coastal batteries and several smaller positions built into the great Westkapelle Dyke between Flushing and the village of Domburg.

The task of taking Walcheren lay under the overview of Admiral Sir Bertram Ramsay who had successfully devised and executed Operation Neptune — the amphibious assault on Normandy. Walcheren was to be another D-Day in microcosm, a combined operation involving all arms, with the seaborne landing being carried out by the Royal Navy.

Air strikes

Codenamed Operation Infatuate, the primary assault was to be made by No 4 Special Service Brigade comprising three Royal Marines Commandos — Nos 41, 47 and 48 supported by Royal Engineers assault companies, Pioneer companies for work on the beaches, and Canadian medical units. Meanwhile No. 4 Army Commando was to take Flushing.

Under the leadership of Brigadier Bernard Leicester, the Royal Marines were to be supported by air strikes on enemy strongpoints and by the 15in gunfire of three "heavies" which had covered the Normandy landings — the battleship HMS Warspite and the monitors HM ships Erebus and Roberts.

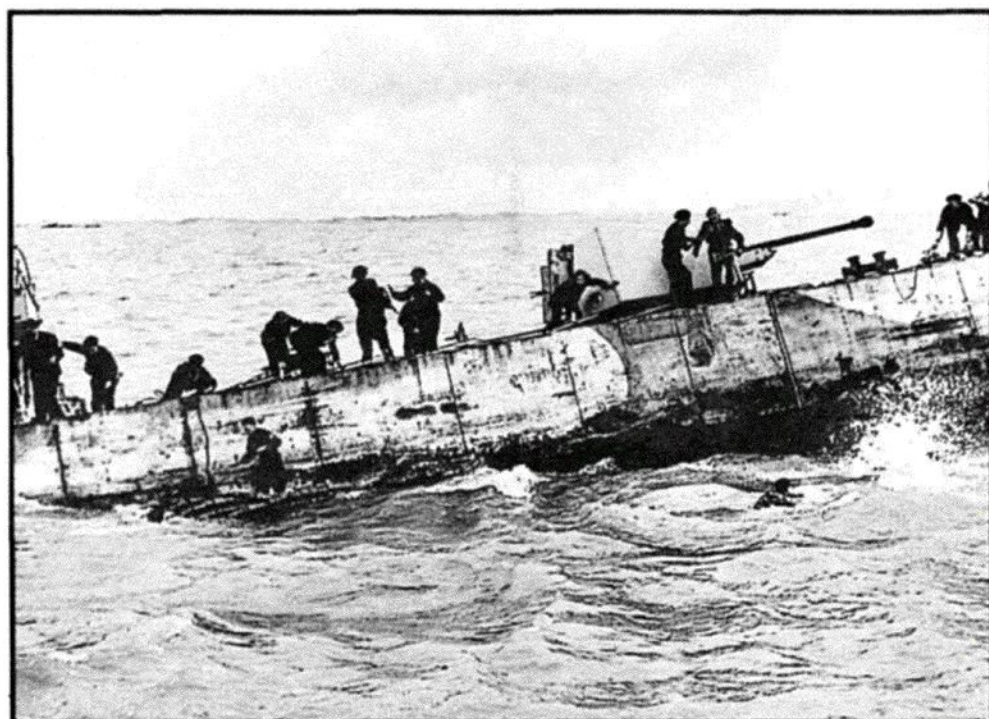
The frontal assault on the batteries and pillboxes at Westkapelle had been aided by a strike by heavy bombers which had blown a gap in the dyke just south of the township. It was planned that the Marines would land on the beaches either side of this gap, additionally supported by 27 support landing craft armed variously with guns and rockets.

Grounded

In all 180 landing craft had been assembled for the attack, set for the morning of November 1.

From the start things began to go wrong. Fighter-bombers which were due to make tactical strikes on the strongpoints as the troops went in were grounded by bad weather, leaving just the ships to soften up the defences.

The German gunners allowed this storm to pass without reply, either being forced — or



■ Fifty years ago this month the small Dutch island of Walcheren was captured by seaborne assault, and at heavy cost in lives, by the Royal Navy and Royal Marines. Eclipsed in history by the Normandy landings which took place five months before, the short but bloody battle for Walcheren is frequently passed over by those who portray events with a broad brush. Yet still it shines as a bright star of courage and gallantry in the annals of the Royal Marines in particular, whose dearly-won success there ensured that the Allied land forces had access to all the supplies and equipment they needed to prosecute the last phase of the war against Hitler.

preferring — to wait for the vulnerable landing craft to advance under their sights.

Forging ahead of the troop-carrying vessels, the craft of the support squadron duly approached the landing sites to engage their pre-arranged targets. Now the Germans opened up, 150mm shells exploding in and around the lightly protected craft.

In what many realised was a suicide mission, the support squadron drove on with great courage, continuing to draw enemy fire away from the troops in their wake.

Among the leading craft were two vessels making a unique appearance in action. Designated Landing Craft Gun (Medium) — LCG(M)s, each was equipped with two, shielded 17pdr guns. They were being tried out under active service conditions to perform a task for which they had been designed and built — to support a seaborne landing by attacking the enemy's fortified positions point-blank.

LCG(M)s 101 and 102 possessed ballast tanks which when flooded were intended to provide a stable gun platform

when close inshore. Accompanied by other support craft, each of the LCG(M)s would flank the landing sites — 102 to the left and 101 to the right.

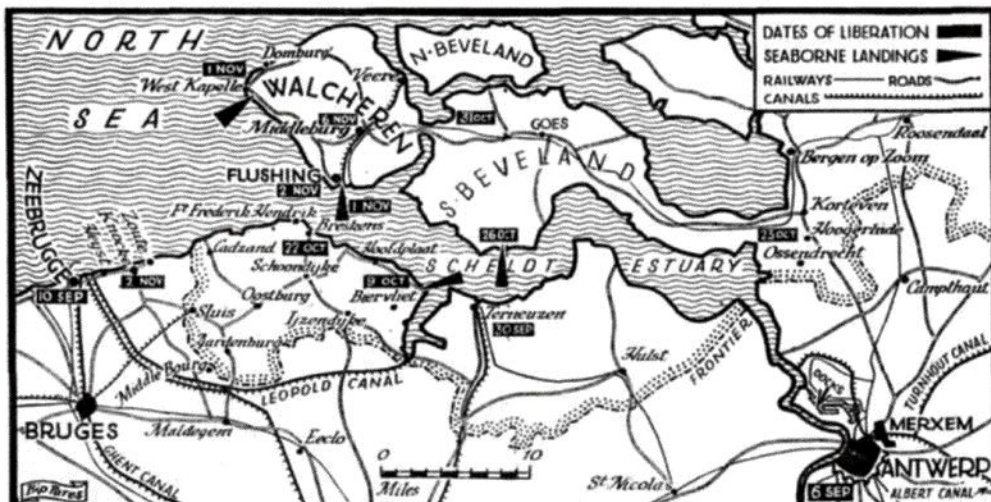
With their hulls ballasted so that their decks were almost at sea level, the two vessels made their hair-raising advance towards their targets, their guns firing continuously.

On board 101 was a 27-year-old Royal Marines officer, Capt Michael Peretz, who had been involved in training the gun crews in North Wales and had been given permission to join the craft as an observer.

Tragic

He told Navy News: "As we approached the shore under heavy gunfire, it became clear that whatever success our guns would have, our main value was to act as a target for the German guns which would otherwise be focusing their attention on the landing craft holding the RM Commandos coming behind us."

LCG(M) 102's debut was to be tragically short. As she approached the steep beach in front of the dyke wall she received a direct hit and was destroyed in a ball of fire, only



IN THE MONTHS following D-Day one of the primary concerns of Allied strategists was how to ensure supplies from Britain kept pace with their land forces as they advanced towards the heart of the Third Reich.

The ingenious Mulberry Harbour at Arromanches and the damaged port of Cherbourg were by late 1944 struggling to cope with a huge volume of traffic. And as the troops fought further into Europe, supplies were travelling over a lengthening road and rail system which had been impaired by the conquerors' own bombing.

When the large and virtually intact port of Antwerp was liberated on September 6, its position and capacity seemed to provide the ideal answer. There was, however, a snag: although the Allies now held the important port, the enemy were still in possession of most of the 38

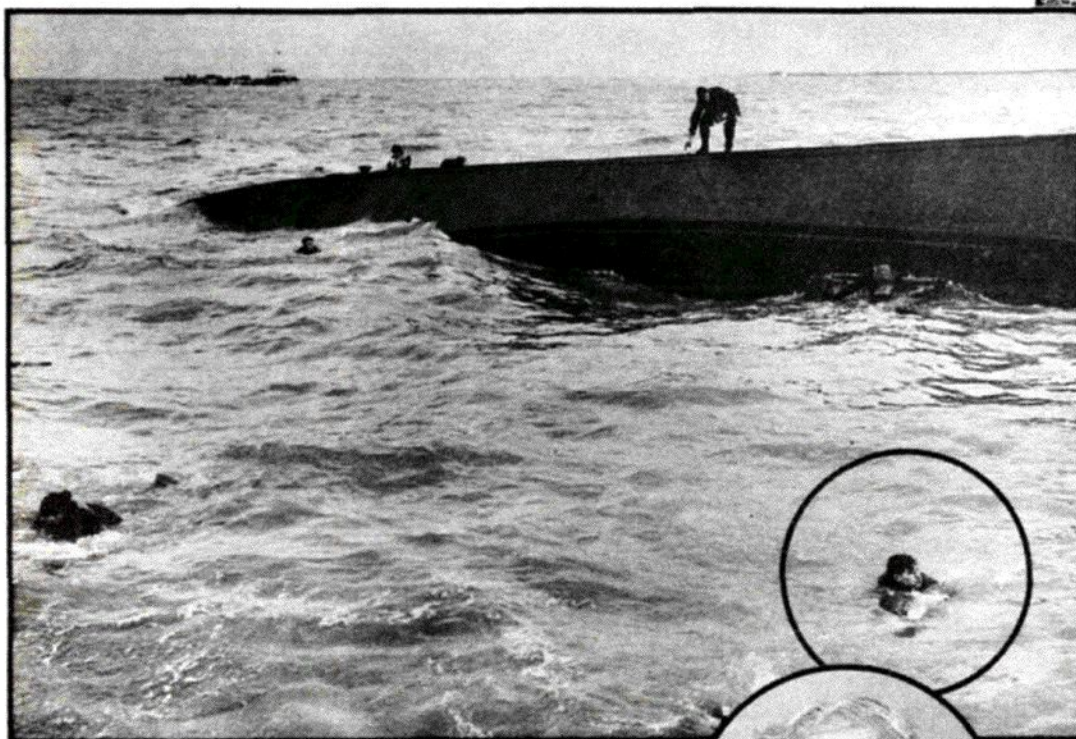
miles of the Scheldt Estuary which linked Antwerp with the North Sea.

The German were only too aware of the strategic importance of the Belgian town; they had mined the narrow waters which led to it and guarded them with batteries of heavy guns encased in reinforced concrete.

As shown in this contemporary map, the south shore of the Scheldt had been swept of any significant enemy forces by late October, and by the turn of the month South Beveland, a peninsula on the estuary's north side and linked to mainland Netherlands by a narrow isthmus, had been liberated after fierce fighting.

Opposition was now confined to Walcheren, an island of 82 square miles forming the northern mouth of the Scheldt. It was occupied by thousands of enemy troops and was bristling with guns. It was going to be a tough nut to crack...

ACTION



Capt Michael Peretz (circled in the picture above) swims for his life with other members of the crew of LCG(M) 101 as the craft sinks. "All of us were feeling extremely surprised to be alive," said Mr Peretz, pictured right as he is today. The photograph on the left shows the crew abandoning the craft minutes before as she began to turn over off Walcheren.

one Marine surviving out of her crew of about 40.

Meanwhile, 101 had sustained only minor damage thus far, grinding to a halt a mere 50ft from the nearest enemy emplacement. Although her forward section seemed to be outside the arc of the big guns which had survived the initial bombardment, hits were being scored on her after part.

Under this barrage the craft maintained its bombardment despite sustaining turret damage and casualties among the gun crews who were subjected to a hail of machine-gun and small arms fire.

Rain of fire

After 15 minutes of this, 101's commanding officer, Lt R. Flamank RNVR, decided to pull away and make a fresh attack. He ordered the ballast tanks to be blown and the keel anchor pulled in to get the craft off the beach. In doing so the first lieutenant was caught in the full blast of an enemy machine gun and died instantly; two ratings were seriously wounded.

In the meantime assault craft were still heading into the beach under a rain of fire. The enemy's anti-personnel shells were bursting overhead and there were massive explosions in the sea among the small craft.

Whole areas of water erupted into spray as rocket-craft salvoes fell short of their targets ashore. One tank landing craft took a direct hit amidships which cut it in two, each piece standing upright for what

seemed an incredibly long time before toppling over and sinking.

Bodies were floating in the water while survivors — many of them wounded — could be seen bobbing up and down, supported by their lifebelts as shells fell around them.

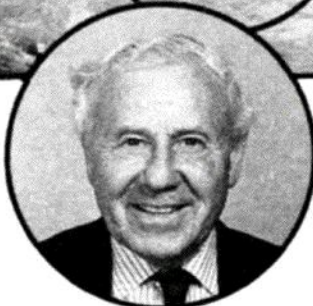
Lucky

Half-a-mile from the beach it became clear that LCG(M) 101 had taken too much damage for a renewed attack. Her hull bore more holes than a colander, and nothing could prevent her sinking. As her crew abandoned ship she turned turtle and slid beneath the waves, her end recorded in a series of graphic photographs taken by a Press cameraman in one of the medically equipped landing craft standing by to rescue survivors.

Capt Peretz felt particularly lucky to be among the survivors that day. Back in UK he had tossed a coin to decide which LCG(M) to join and by this method chose 101 and fortunately not the doomed 102.

"We, the survivors, were very fortunate to be picked up out of the very cold water by a hospital craft, and we were eventually taken to a hospital in Ostend — all of us feeling extremely surprised to be alive."

Considering the punishment that LCG(M) 101 had endured, her crew had indeed escaped relatively lightly — two killed and four wounded out of a complement of 35. Capt Peretz, who was later promoted Major, was created an MBE for his part in the action. The commanding officer of the Support



Craft Squadron, Cdr K. A. "Monkey" Sellars, received the DSO.

Of his 27 vessels only seven remained fit for action. Out of a total of 1,000 men who had crewed them — more than half Royal Marines — 172 had been killed and 200 wounded, a casualty rate of more than 30 per cent. However, their sacrifice had drawn enemy fire from the assault troops who once ashore pushed forward with vigour.

As the weather improved Typhoon fighter-bombers were able to fly 420 sorties before the end of the day. With that support, as well as the use of smoke and their own firepower, the Commandos were able to reduce each position one by one.

Supplies

Still, the accurate fire from surviving emplacements had a severe effect and, combined with high winds, interrupted supply to the beaches for the first two days.

Dealing with floods, mines, wire, machine-gun nests, concrete blockhouses and mortars, 41 Commando took Domburg by the end of the first day, and by dawn 48 Commando were in Zouteland, a village between Westkapelle and Flushing.

By the 4th, Dakotas were dropping supplies and the next day leading elements of 47 Cdo linked up with their Army counterparts at Flushing.



A tank landing craft unloads its troop-carrying vehicles in front of a shattered enemy strongpoint in the Westkapelle dyke. Below, wounded Royal Marines are transferred to a medically equipped landing craft.



Middleburg was taken on the 6th and soon after the Germans surrendered. Almost 2,000 of them were taken prisoner.

The enemy's last and most powerful hold on the Scheldt had been broken and the Royal Navy were able to begin sweeping the estuary clear of mines. With almost 100 sweepers working together, it was one of the biggest operations of its kind to be undertaken in wartime.

At Walcheren 25 landing craft had been lost and many more damaged. The campaign had cost 7,700 Allied casualties, but the prize was immense: Antwerp was free to operate with its 20 miles of water frontage, 500 cranes, 600 acres of storage sheds, 500 miles of railway and its ability to receive ships of up to 19,000 tons.

Relief and appreciation at receiving such an immediate transfusion are clear in the fulsome praise afforded the victors of Walcheren by no less a person than the Supreme Allied Commander, Gen Dwight D. Eisenhower:

"The action of the Royal Navy and the Royal Marines in Walcheren was one of the most gallant of the war. The manner in which the unarmoured support vessels with light guns went in and slammed it out with heavier guns in reinforced concrete is one of the incidents that will be remembered in British naval history."

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Smoke billows from battered German positions on Walcheren.

DID you serve in these ships? The 'Forgotten Fleets' 50th anniversary reunion will be held at Portsmouth on 2-3 September 1995 with a full programme of commemorative events.

Shipmates, including Merchant Navy and Women's Services, wishing to attend should write to Lyn Burke, BPF/EIF Reunion, The Chamber of Shipping, 12 Carthusian Street, London EC1M 6EB, giving name, address, rank/rate, name of ship or number of FFA squadron and enclosing a stamped addressed envelope.

Far East POWs who took passage after liberation in ships of the Fleet should write to A. L. Humphreys, FEPOW Association, 256 Middle Road, Sholing, Southampton SO19 8PG.

Early reservation of accommodation in Portsmouth is advised.

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Wolfe, Wuchang

Submarines
Scorcher, Scythian, Seadog, Shalimar, Sibyl, Spur, Statesman, Subtle, Thrasher, Torbay, Trident, Vigorous, Visigoth, Vivid, Tallyho

Sloops
Falmouth, Cauvery (RIN), Godavari (RIN), Kistna (RIN), Eritrea (Italian), Shoreham, Narbada (RIN), Sutlej (RIN), Jumna (RIN)

Frigates
Awe, Dart, Evenlode, Inver, Jed, Kalb, Lochy, Lossie, Rother, Taff, Teviot, Loch Katrine, Loch Lomond, Loch More, Loch Quich, Loch Ruthven, Loch Scavaig, Loch Tarbert, Natal, Deveron, Nadder, Halladale, Ness, Tay, Loch Craggie, Loch Fyne, Loch Glendhu, Loch Gorm, Test (Cdr), Bann, Shiel, Trent, Loch Eck, Loch Insh, Loch Kilisport, Loch Achray

Fleet Minesweepers
Friendship, Gozo, Lennox, Lightfoot, Melita,

Pelorus, Persian, Postillon, Pickle, Chameleon, Pincher, Plucky, Recruit, Rifleman, Jewel, Serene, Baluchistan (RIN), Bihar (RIN), Carnatic (RIN), Deccan (RIN), Kathiwar (RIN), Khyber (RIN), Konkani (RIN), Kumaon (RIN), Onssa (RIN), Oudh (RIN), Rajputana (RIN), Rohilkhand (RIN), Bengal (RIN), Bombay (RIN), Punjab (RIN)

Attached Danlayers (Trawlers)
Imersay, Scaravay, Lingay, Sandray

Depot and Repair Ships
Lucia, Wayland, Ausonia, Mullion Cove, Caradoc, Beachy Head, Corbrae, Mull of Gallo way, Derby Haven, Gombroon

Surveying Vessels
Challenger, Ngava, Virginia, White Bear, HDML 1238, HDML 1288, HDML 1376

Boom Carriers
Devon City, Ethiopian

Anti-U-boat Net Layer
Brittany

Cutters (ex-U.S.C.G.)
Banfil, Fishguard, Gorleston, Lulworth, Sennen

Corvettes
Freesia, Meadowsweet, Monkshood, Rockrose, Rosebay, Smilax, Snowflake, Assam (RIN), Thyme, Tulip, Violet, Honesty, Jasmine, Negella, Mahatma (RIN), Sind (RIN)

Anti-submarine Patrol Vessels
Kalavati (RIN), Sonavati (RIN)

Base and Depot Ships
Lanka (Colombo), Highflyer (Trincomalee), Maraga (Addu Atoll), Landguard, Mayina, Ying Chow, Bushwood, Springtide, Tana (Kilindini), Ironclad (Diego Suarez), Sambur (Mauritius), Sangdragon (Seychelles), Sheba (Aden), Jufair (Bahrein), Euphrates (Persian Gulf), Oman (Khor Kuwait), Braganza (Bombay), Amzari (Vizagapatam), Chikwa (Calcutta), Chinkara (Cochin), Pangkor (Bombay), RN Base, Madras, Tengra (Mandapan)

Base and Depot Ships, RIN
Adyar (Madras), Circars (Vizagapatam), Dalhouse (Bombay), Hoogli (Calcutta), Patunga (Chittagong), Sita (Ceylon)

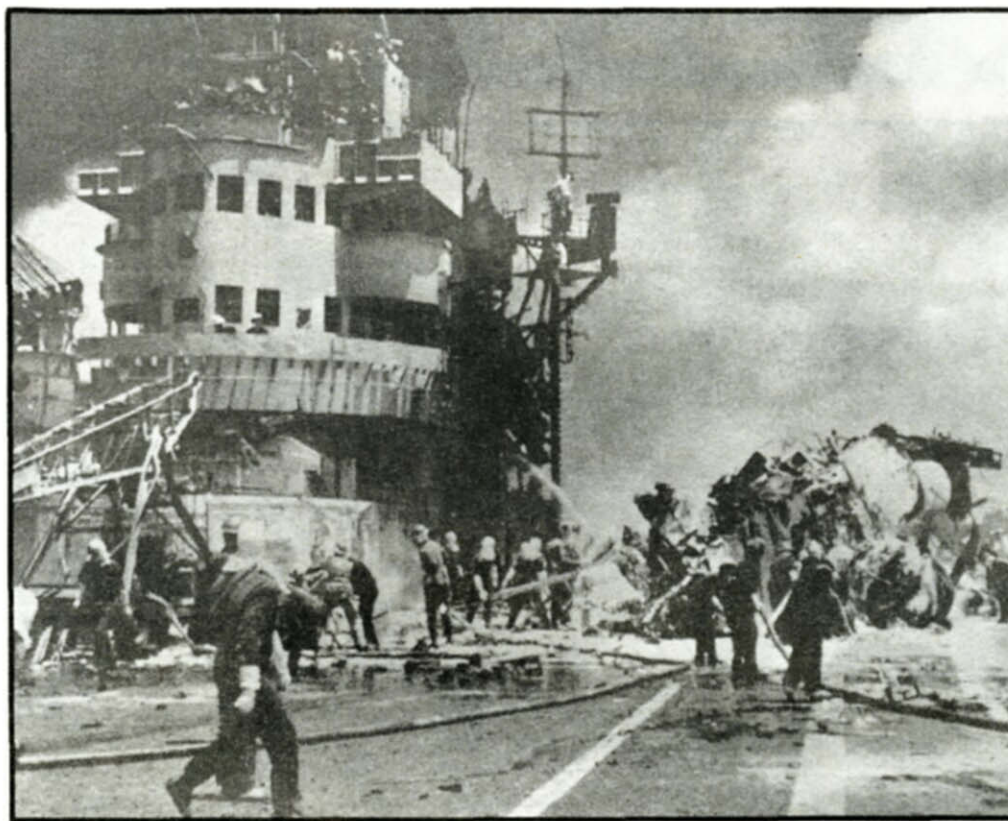
RN Air Stations
Bambara (Trincomalee), Bherunda (Colombo), Garuda (Coimbatore), Kalugu (Cochin), Rajaliya (Puttalam, Ceylon), Ukussa (Katukurunda, Ceylon), Vairi (Sular), Valluru (Tambaram, Madras)

BRITISH PACIFIC FLEET

Battleships
Duke of York, King George V, Anson, Howe

Fleet Aircraft Carriers
Victorious, Formidable, Indefatigable, Indomitable, Implacable

NOT FORGOTTEN . . .



A direct hit by a kamikaze suicide bomber on HMS Formidable in the final operations of the war against Japan.

Light Fleet Aircraft Carriers
Colossus, Glory, Venerable, Vengeance

Escort Aircraft Carriers
Striker, Arbitrator, Chaser, Ruler, Slinger, Speaker, Vindex, Reaper

Cruisers
Bermuda, Belfast, Euryalus, Gambia, Achilles (Newfoundland), Black Prince, Ontario (RCN), Swiftsure, Argonaut

Fast Minelayers
Apollo, Anadine, Manxman

Destroyer Depot Ships
Tyne, Montclare

Destroyers
Quadrant, Quality, Queenborough, Quiberon (RAN), Quickmatch (RAN), Quilliam, Napier (RAN manned), Nepal (RAN manned), Nizam (RAN manned), Norman (RAN manned), Barfleur, Troubridge

Teazer, Tenacious, Termagant, Terpsichore, Tumult, Tuscan, Tynan, Trafalgar, Armada, Camperdown, Hogue, Grenville, Ulster, Ulysses, Undine, Undaunted, Urania, Urchin, Ursa, Kempenfelt, Wager, Wakeful, Wessex, Whelp, Whirlwind, Wizard, Wrangler, Algonquin

Auxiliary Anti-aircraft Ship
Prince Robert (RCN)

Sloops
Enchantress, Pheasant, Crane, Redpole, Whimbrel, Woodcock, Alacrity, Amethyst, Black Swan, Erne, Hart, Hind, Cygnet, Flamingo, Opossum, Starling, Stork, Wren

Frigates
Avon, Findhorn, Parrot, Helford, Barle, Derg, Odzani, Plym, Usk, Widemouth Bay, Bigbury Bay, Verran Bay, Whitesand Bay

Submarine Depot Ships
Adamant, Maidstone, Bonaventure

Submarines

Taciturn, Tapir, Taurus, Thorough, Thule, Tiptoe, Totem, Trenchant, Trump, Turpin, Sootsman, Seascope, Selene, Sidon, Sleuth, Solent, Spearhead, Stubborn, Supreme, Sanguine, Sea Devil, Seanymp, Spark, Stygian, Terrapin, Tudor, Voracious, Vox, Virtue

Fleet Minesweepers

Coquette, Rowena, Mary Rose, Moon, Providence, Seabear, Thisbe, Courier, Felicity, Hare, Liberty, Michael, Minstrel, Wave, Welcome

RAN Manned Minesweepers

Ballarat, Bendigo, Burnie, Goulburn, Maryborough, Toowoomba, Whyalla, Cessnock, Gawler, Geraldton, Ipswich, Launceston, Pirie, Tamworth, Wollongong, Kalgoorlie, Lismore, Cairns

Attached Danlayers (Trawlers)

Shilay, Trodday
Aircraft Target Ship
Lewes

Boom Carriers
Ferngor, Leonian

Landing Ships
Lothian, Glenearn

Fleet Train Accommodation Ships
Aorangi, Lancashire

Repair and Maintenance Ships
Artilex, Resource, Berry Head, Flamborough Head, Dulisk Cove, Assistance, Dilgence, Springdale, Kelantan, Arbutus

Command Ship, Logistic Supply Group
Aire

Air Maintenance and Repair Ships
Pioneer (COMAT), Unicorn, Deer Sound

Air Store Ships
Fort Colville, Fort Langley

Fleet Oilers

Olma, Arndale, Bishopdale, Cedardale, Dingledale, Eaglesdale, Wave Emperor, Wave Governor, Wave King, Wave Monarch, Green Ranger, Rapidol, Serbol, Aase Maersk, Carelia, San Adolfo, San Amado, San Ambrosio, Darst Creek, Golden Meadow

Water Carriers
Empire Crest, Brown Ranger, Vagport, Seven Sisters

Distilling Ships
Bacchus, Stagpool

Net layer
Guardian

Salvage Vessels
King Salvor, Salvator, Salvivor

Hospital Ships

Tijlens, Maunganui, Oxfordshire, Empire Clyde, Vasa, Jerusalem

Armament Store Carriers and Issuing Ships

Corinda, Darvel, Hermelin, Heron, Kheti, Kistna, Pacheco, Prince de Liege, Princess Maria Pia, Robert Maersk, Thyra S, Gudrun Maersk, Kola, Prome

Naval Store Carriers and Issuing Ships

Glenartney, Fort Wrangell, City of Dieppe, Fort Providence, Bosphorus, Jaarstroom, Marudu, San Andres, Slesvig, Hickory Burn, Hickory Dale, Hickory Glen, Hickory Stream

Victualling Store Carriers and Issuing Ships

Fort Alabama, Fort Constantine, Fort Dunvegan, Fort Edmonton

Collier

Edna

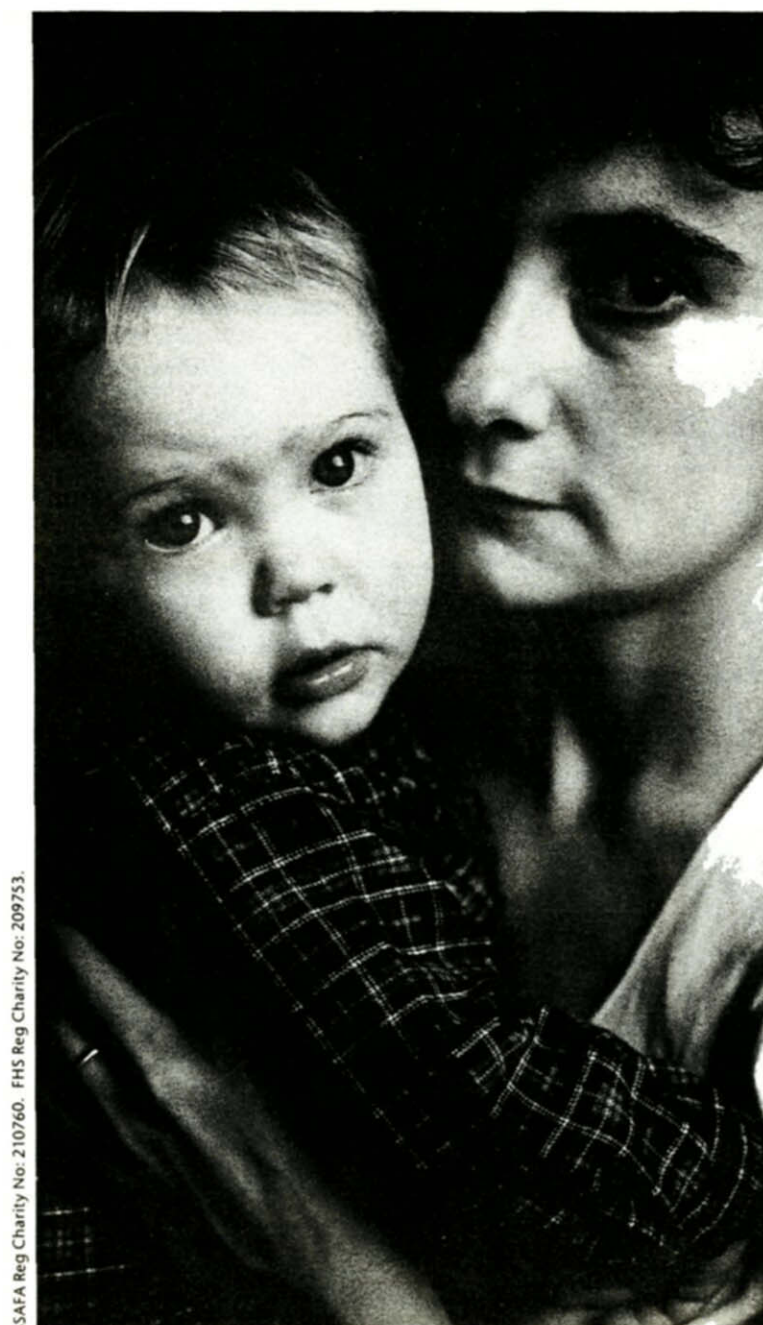
Tugs
Weasel, Empress Josephine, Lariat, Empire Sam, Integrity

Floating Docks

AFD 20, AFD 18

Shore Establishments

Beaconsfield (Melbourne), Furneaux (Brisbane), Woolloomooloo, Golden Hind (Sydney), Pepys (Manus)



SSAFA Reg Charity No: 210760. FHS Reg Charity No: 209753.

Can there be anything worse than bad news about someone we love?

Especially if they're a long way away.

Imagine Mrs. Jacobs' feelings when news came through that her soldier husband had been

are professional teams of health visitors and social workers supported by volunteers. All of whom are on call at any time.

Whether it's a Service-related problem or

not, we are always there to offer any help

When Sgt. Jacobs was shot in the chest, here's where it hurt most.

very badly wounded in action abroad.

While an expert medical team was taking care of the injured Sgt. Jacobs, an expert team of a completely different kind was called in to support the shattered Mrs. Jacobs.

SSAFA/FHS. A special group of dedicated volunteers who have been specifically trained to give aid to Service and ex-Service families.

There are 6,000 SSAFA/FHS people all around the United Kingdom. Overseas, there

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If you think we can be of help to you, don't hesitate to write to us at SSAFA/FHS, Room 2E, 19 Queen Elizabeth Street, London SE1 2LP. You can phone us on 071 403 8783 or

071 926 9696; in Western Europe

call JHQ 3392/2263; in Gibraltar 05

5480; in Cyprus Episkopi 3900/

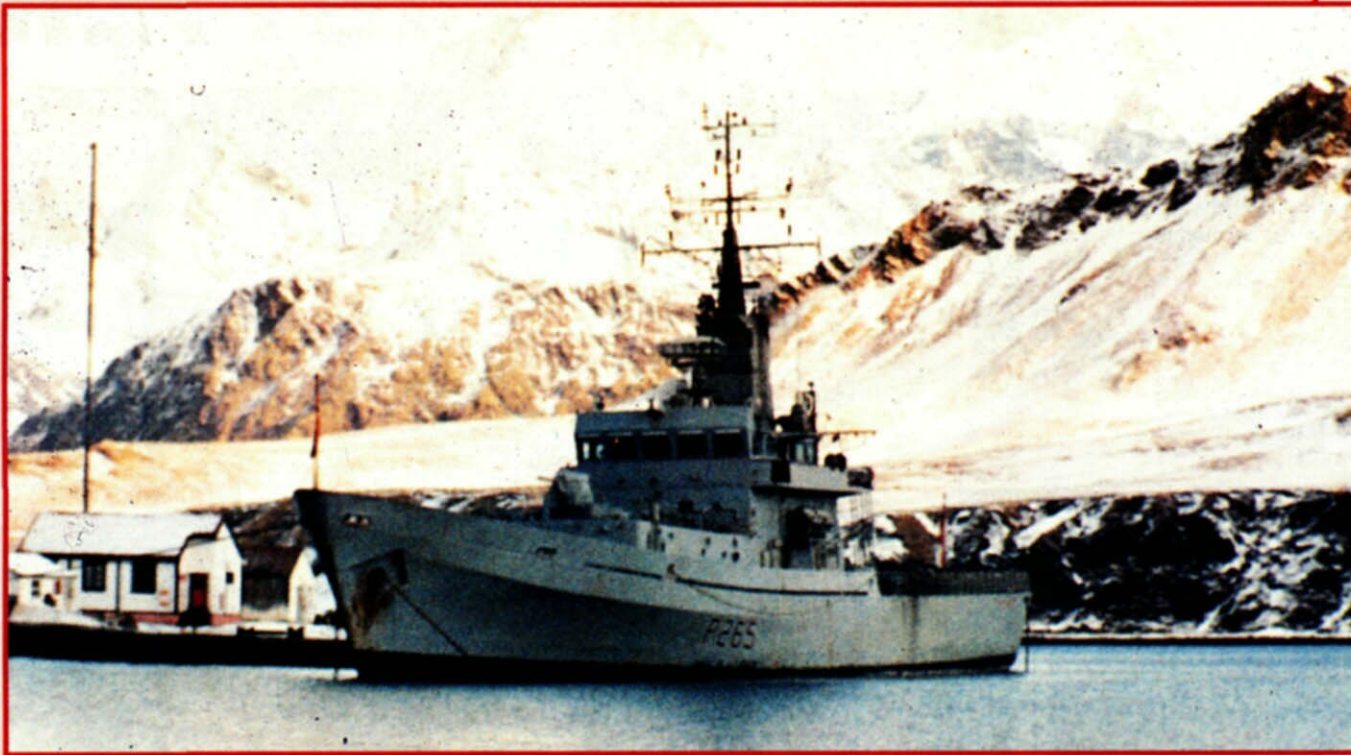
3647; in Hong Kong Tamar 3125.



Cold snap

SAILING into the icy waters of Grytviken, South Georgia, is the Falkland Islands patrol vessel HMS Dumbarton Castle which has been on duty in the South Atlantic since the beginning of April 1991.

Dumbarton Castle is due to return from the Falkland Islands in February when she hands over to her sister ship HMS Leeds Castle. She will arrive back in Rosyth at the beginning of April having been away for exactly four years.



Chapel hosts Falklands service

A MEMORIAL service for those sailors who lost their lives during the Falklands War in 1982 took place in the Falklands Chapel on board HMS Plymouth, Birkenhead, last month.

The service, organised by the Friends of the Historic Warships, was the first to be held since the chapel was built and dedicated in October last year and was conducted by Rev Stan Walker, of St Peter's Church, Seacombe, with the Mayor of Wirral, Cllr Sid Dunn, also in attendance.

HMS Plymouth and Onyx are berthed at Birkenhead and are open to the public each day from 10am.

NAVAL PARTY BLOWS HOT AND COLD



SEEN here huddled together are four chilled mortals who have swapped a warm spot for a cold draft.

Apart from the fact that they all work at Naval Party 2010 in the Falklands they have something else in common. Lt Cdr Richard Tarran, S/Lt Peter Laughton, RPO Sam Cook and LWTR Andy Wagstaff could have had a similar group photograph taken last year in the more exotic location of Hong Kong as all four men served in HMS Tamar at the same time.

As they were reunited in the South Atlantic they all had one question for Drafty and the appointers — was this mere coincidence? Or penance?

Funds needed for cadets HQ



INSPECTING sea cadets from TS Pursuivant, the Falkland Islands unit, is former Commander British Forces General Ian McKay-Dick.

The unit, which has 14 sea cadets, 14 marine cadets and ten juniors, aged between ten and 12, has been busy raising funds for its new headquarters. The five-bay portacabin needs refurbishing and the cadets are appealing to RN ships and associations for donations.

All contributions should be sent to The Sea Cadet Building Fund, c/o The Standard Chartered Bank, Ross Road, Stanley, Falkland Islands, South Atlantic. Anyone making a donation will have their name on the unit donation board once the building is finished.

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We also cover you for more

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'I SWEEP MINES AND DECOYED MISSILES IN THE GULF, BUT I DIDN'T SPOT THE SOAP.'

unexpected things like accidents in training and on the playing field, or even something as simple as slipping on a bar of soap in the shower.

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THE FORCE IN FORCES' INSURANCE



Jack aims to break all records

OLYMPIC star Kriss Akabusi is the latest celebrity to meet Jack, the SSAFA teddy bear who will go anywhere, any time to make a packet for the Soldiers' Sailors' and Air-men's Families Association.

Jack turns up in the most unlikely places to collect autographs and photographs which will be auctioned off with him next year. He collared Kriss in the Canadian Rockies during the athlete's TV presentation work for BBC1's "Record Breakers".

As reported in Navy News' October edition, the former Army PT instructor adjudicated at a record-breaking "deathslide" of more than 5,000ft by a joint team of Royal Marines and Canadian mountain rescuers.

Picture: LA(PHOT) Steve Lewis



Quick dash for lifeboat

PERSONNEL from the air engineering department and motor transport section at RN air station Cudroze have helped to restore an important part of Porthleven's maritime history.

The lifeboat, Dash, left Porthleven in 1929 when the port's station was closed and ended her working life at Brighton in 1967. The return of the vessel provided the Cudroze team, who normally salvage crashed or damaged aircraft, with a useful training exercise. CPO Mick Grogan, officer in charge of the move, said they were delighted to restore a piece of local history to its rightful place. Porthleven 2000 group now intend to restore the lifeboat and compile a history and roll of honour of the lifeboat station.

□ □ □

Commodore Brian Perowne, naval base commander at the Clyde Submarine Base, presented a custom-built ambulance to the Helensburgh branch of the British Red Cross, bought from funds raised at this year's Faslane Fair. Other organisations which received donations from the Fair included the RNLI, 5th Helensburgh Guides and the Cot Death Support Group.

□ □ □

Two teams from HMS Collingwood competed for the Solent Against MS charity shield, the annual wheelchair push from Sainsbury's store in Fareham to their branch in Portsmouth, and helped raise £996 for the Solent Multiple Sclerosis Society.

While HMS Ledbury has been undergoing refit in her base port of Rosyth her ship's company have raised £630 for the Ledbury Town Youth Centre.



Italian job well done

A SUN-BAKED volcanic crater (luckily extinct) and temperatures in the high 90s provided the backdrop for this year's annual British Fete held at Headquarters Allied Forces Southern Europe at Naples, Italy.

Officially opened by Vice Admiral Michael Moore the fete was a joint effort between Christ Church, Naples, and the British Tri-Service contingent.

As well as over 50 stalls there was also a full programme of entertainment which included a children's gymnastic display and a fiercely fought tug-of-war competition which resulted in an impressive win for the Royal Navy.

Almost 21 million lire (£8,750) was raised on the day, half of which was donated to Christ Church, the other half being distributed among local and international charities including the RN, Army and RAF benevolent funds.

819's licence to thrill

BOND star Sean Connery found himself back in front of the camera when he visited the Malcolm Sargent House, at Prestwick, to accept on behalf of the home a cheque for £2,150 from 819 NAS, HMS Gannet.

Twelve members of the squadron raised the money by traversing the Scottish Highlands from Fort William to Inverness via the Caledonian Canal, the Great Glen and Loch Ness. During the 50-mile journey the team cycled along the towpaths and wind-surfed the lochs.

After being delivered by the squadron's search and rescue aircraft, the cheque was presented to the home which cares for seriously and terminally ill children.

● Sean Connery, the man with the golden cheque, is pictured with POAEM Don Maclean, Lt Cdr David Searle, Lt Angus Paterson, Don McGonigla (house assistant manager) and LACMN Paddy Green.

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Note: Because of the exceptional nature of this offer, we are limiting the quantity to 400 watches, at this Special Promotional Price. Please allow 7-14 days delivery.

□ □ □

Derriford Hospital's special care baby unit received some extra-special support thanks to four members of HMS Drake's Barrack Guard. LS(EW) Stu Cannon, RO David Bagnall, AB(M) Nick Robins and AB(M) Woz Bulger spent 24 hours in a raft moored between two buoys and raised over £400 through sponsorship.

□ □ □

LS Martin Oliver combined keeping fit with raising money when he took part in a sponsored cycle ride during HMS Renown's recent patrol. He, and a team of 16 willing volunteers, cycled the equivalent distance from New York to Los Angeles on an exercise bike and raised over £779 for the Children's Hospice Association Scotland.

MARINES CARRY ON ROLLING

WITH decisions still to be made about the proposed move from their base at Seaton and Coypool, Plymouth, to Chivenor air base in north Devon, the Commando Logistic Regiment carried on business as usual by taking part in Operation Rolling Deep in Wales, Portsmouth and on Salisbury Plain.

The regiment embarked in RFA's Sir Tristram and Bedivere in Plymouth and landed at Browdown Beach, Portsmouth for a logistic exercise which involved the resupplying of over 1,700 tons of simulated ammunition to the Salisbury Plain military training areas.

A new bar code system was also being tested which will enable the Ordnance Squadron staff to keep track of exactly what ammunition is on which ships.

The Ordnance Squadron of the Logistic Regiment provides every conceivable item required by the Commando Brig-

ade in the field, the bulk of which are combat supplies of fuel, rations and ammunition.

Supplies are moved by the Transport Squadron who were recently equipped with new dismountable racks for unloading pallets from their 14-ton vehicles. The new method, first used by the British Army during the Gulf War, makes the whole logistic process much more efficient.

The Logistic Regiment is ideally suited to UN and humanitarian operations and was last used operationally during Operation Safe Haven when they gave assistance to Kurdish refugees in Iraq.

Fishy tale

ALTHOUGH most of the Transport Squadron's food comes in tins Quartermaster CSgt Kev Sellar has no difficulty in keeping his men stocked up with fresh fish since he came 28th in the All England Fly Fishing Championships.

An avid fisherman for over ten years, CSgt Sellar can boast a collection of over 400 flies and takes every opportunity to keep his hand in with his sport, even during Operation Rolling Deep.

In his spare time he captains the Royal Marines fishing team and led them to the semi-final in the English championships. During the competition, held on Rutland Reservoir, he landed a total of eight rainbow trout at a combined weight of 9lbs 9ozs.



CSgt Kev Sellar takes time out during Operation Rolling Deep to pursue his passion while a bemused Mne Simmo Simpkins looks on.

The Commando Logistic Regiment landing ammunition at Brownsdown Beach.



Naval Customs & Practices

IS THIS YEAR'S THEME FOR THE

Navy News Calendar 1995

The language, customs and practices of the Royal Navy are so much part of our culture that their original meaning is often overlooked. Navy News 1995 gives the background to some of these that have become part of our heritage as a maritime nation — set alongside a dozen fine colour photographs of units of today's Royal Navy, now said to be the most modern this country has had since the early 1920s.

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SERVING GROG

Watered down rum was first introduced to Royal Navy life by Admiral Vernon as a substitute for beer in the West Indies in 1655. This watered down liquid became known as 'Grog' because of the Admiral's nickname of 'Old Grog' — a reference to his habit of wearing a program cloth coat.



SIGNALLING WITH FLAGS

Before the days of telecommunications the method of conveying messages at sea was usually by flags. Flag signals in the first Dutch war employed just five flags — the ensign, jack, red, blue and pendant. Since then 50 flags conveying 330 specific instructions have been introduced.



MANNING THE YARD ARM

Nowadays manning ship is reserved as a form of salute on very special occasions, such as a royal review. This continues a practice first ordered in Stuart times, when warships were ordered to be made — 'neat and predie' (pretty), with their decks, tops, masts and shrouds thoroughly manned or 'Hung with men'.



CROSSING THE LINE

This tradition began around 1791 and has remained in the same form since. Novices (officers and ratings alike) on crossing the equator for the first time are subjected to a mock court, overseen by King Neptune where they are 'shaved' by the barber and ducked in a bath of seawater.



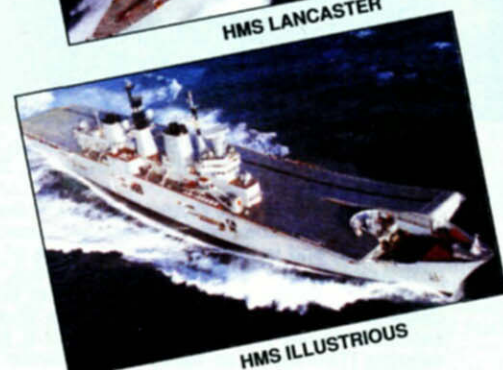
SEA KINGS, 845 SQUADRON



HMS CARDIFF



HMS LANCASTER



HMS ILLUSTRIOUS



People in the News

ALTARED RATES

CK Stuart Thompson, pictured centre (below) on his wedding day, is accompanied by his brothers.

On his left is AEA Paul Thompson (Daedulus), his best man, and on his right is Leading Cadet Peter Thompson (TS Duke of Lancaster).

Stuart, who is serving in HMS Birmingham, and his bride, Louise, were married in St Thomas' Parish Church, Walton-on-the-Hill, Staffordshire.



AW(R) Anne-Marie Bilston, known as Billy on board HMS Brilliant, has married LS(M) Stephen (Jenny) Wren of HMS Cumberland and so became Wren Wren.

The wedding took place at St Paul's, Hampstead, in Birmingham and the ceremony was performed by the Rev. Alan Ball, an old friend of Billy's from her Sea Cadet days.

Best man was LPT Clive Wincott of HMS Brave, one of the groom's previous drafts.

Wren Wren was one of the

first Wren volunteers for sea service.

She joined HMS Brilliant in November 1990 and went straight out to the Gulf. She continued to serve in her almost up to the wedding day, totting up three years and 10 months' unbroken service in the frigate, whose ship's company was treated to a tier of the wedding cake.



LCK Bell receives his commendation for bravery from Rear Admiral Thomas at HMS Raleigh.

Team leader commended

WITH authority and determination, LCK Brian Bell (Raleigh) coped with the aftermath of a fire in the after auxiliary machine room on board HMS Broadsword.

As leader of the re-entry team he was responsible for ensuring that automatic fire-fighting appliances had extinguished the blaze fully and then locating the bodies of two casualties known to be within. The team required breathing apparatus in the dangerous space and Brian kept a careful eye on everyone, wisely ordering out any showing signs of stress.

Now his professionalism and courage have been recognised in the award of a Commander-

in-Chief Fleet's Commendation for Conspicuous Bravery.

Parade

It was presented to him during a passing out parade at HMS Raleigh by the guest of honour, Rear Admiral Mike Thomas, president of the Ordnance Board.

The delay in making the presentation was due to Brian being excused duties to "run field gun" for Devonport.

Recognition has at last been given to men and women from all services, commissioned or non commissioned, who have given service to Great Britain and the Empire during both peacetime & hostilities. This recognition is in the form of THE VOLUNTARY SERVICE MEDAL, a commemorative medal in solid hallmarked silver crafted by Citadel Awards to their traditional high standards. If you have served in the REGULAR ARMED FORCES, TERRITORIALS OR RESERVE FORCES, THE MERCANTILE MARINE, POLICE, FIRE OR MEDICAL SERVICES you are eligible. The full size medal may be engraved with service details and is supplied on a ribbon ready to wear in a titled box. A silver miniature is also available.

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Passed Masters

LT Andrew Course (left) and Lt Cdr Mike Magan (right) have graduated from the Royal Military College of Science with Masters degrees in Guided Weapon Systems.

Andrew was also presented with the Rapier Trophy, awarded to the best student on course.



PREMIUM GRADE HAM!



HIS professional training as a Royal Navy radio operator may well have given LRO Simon Lewis the edge over thousands of amateur radio hams trying to get through to the Space Shuttle Discovery.

Simon spoke to mission payload specialist Gerry Lineberger during the limited time Discovery's orbit took her over the British Isles.

It was not the first time he had contacted astronauts; he's twice before been in computer contact with Discovery and has had a number of

conversations with the crew of the Russian Mir space station during its record-breaking, 352-day mission.

Currently serving at Clyde Submarine Base, Simon is a member of Helensburgh Amateur Radio Club and is able to pass on some of his professional know-how to fellow members.

The club meets at Cairndhu House in West Clyde Street and anyone interested in finding out more about it should go along to a club evening (Thursdays at 1930) or ring Simon on 0860 197859.

Picture: LA(PHOT) Graham Meggitt



People in the News

BRUSH WITH FAME

MISS Jane Pears-Nolan has been appointed by the Queen an Associate of the Royal Red Cross for her service as Superintending Nursing Officer in Queen Alexandra's Royal Naval Nursing Service (Reserves).

The comparatively rare honour was bestowed by the



Queen at an investiture at Buckingham Palace.

Jane retired from the QARNNS in May and now works as a nurse tutor at the Avon College of Health. She served at HMS Flying Fox in Bristol before becoming Senior Naval Reserve Nurse on the staff of the Commander-in-Chief Naval Home Command.

ANOTHER Flying Fox stalwart is Lt Cdr Fred Coombes, who for 13 years has served as the administrative power behind Bristol's naval reservists.

Fred joined the Navy in 1947



and was rated CPO at just 22 years of age. He won his commission in 1963 and in 1981 as a lieutenant commander moved to the retired list as HMS Flying Fox's Supply Officer.

By then he had a great deal of sea-time behind him and service in many ships. He was also instrumental in establishing computerised stores accounting for the Navy's ships and air stations.

Wellington goes Stateside . . .

FOR the past 12 years the post of Officer-in-Charge Predannack Airfield, the outstation and satellite airfield of RN air station Culdrose, has been held by an exchange officer of the United States Navy.

Last in the line was Lt Rick Bates USN, who lowered the Stars and Stripes on Predannack's mast for final time, with Culdrose aircraft flying overhead to mark the occasion.

The exchange arrangement has been ended by mutual agreement of the two navies and the new OIC is Lt Paul Manson RN from Air Traffic Control, Culdrose.

Rick said he would miss Cornwall, but he is taking back a souvenir — an Old English Sheepdog called Wellington. They are to fly to the States this month and settle down in Virginia Beach, near Rick's next posting, Naval Air Station Oceana.



Per Lindstrand stands (left) beside 771 Squadron CO, Lt Cdr Len Mathews. Kneeling (l-r) are PO Ian Penhaligon, LACMN John Clarke-Pickering and LACMN Tony Cracroft.

BALLOONIST DROPS IN

AS a guest of honour at RN air station Culdrose, top international balloonist Per Lindstrand flew in a Search and Rescue Sea King of 771 Squadron.

In return he gave a presentation on his career in the exciting and often dangerous world of ballooning, in the base cinema.

Some of the dangers are very well known to the Royal Navy; back in 1987 Per was picked up from the sea by a craft from HMS Argonaut after an epic transatlantic crossing faltered just two miles off the Irish coast.

The frigate's Lynx first rescued Per's partner in the venture, Richard Branson, and on his information backtracked to find Per, who had previously jumped from the balloon's

gondola.

A small craft was directed to him from the ship and he was taken ashore in Northern Ireland. From there a Navy Sea King took him to hospital in Kilmarnock, stopping on the way to pick up Branson from the Argonaut.

Per was at RNAS Culdrose for a reception attended by over 200 members of the rescue services. In an informal atmosphere contacts were made and ideas exchanged.

Per said he was delighted to thank the emergency services at first hand and pay tribute to their work.

Lotts of hard work

HMS YORK, currently undergoing a weapons update at Rosyth, is the last ship to enjoy 40 per cent manning during refit and has continued to run normal ship routines.

These have included the presentation of Herbert Lott awards for personnel showing outstanding commitment. Senior Officer Lt Cdr Fergus Gillanders presented awards — in the shape of quaichs (traditional Scottish drinking vessels) — to POMEM(L) Paul Park, POWEM(O) George Weightman and RS Dennis Moorhouse.



Picture: PO(PHOT) Brynn Sharkey

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More room with a view

TWO years after the naval community centre at St Budeaux, Plymouth was refitted and extended, the patio behind the newly-constructed Tamar View lounge has been opened by Lady Newman, accompanied by her husband Flag Officer Plymouth, Vice-Admiral Sir Roy Newman.

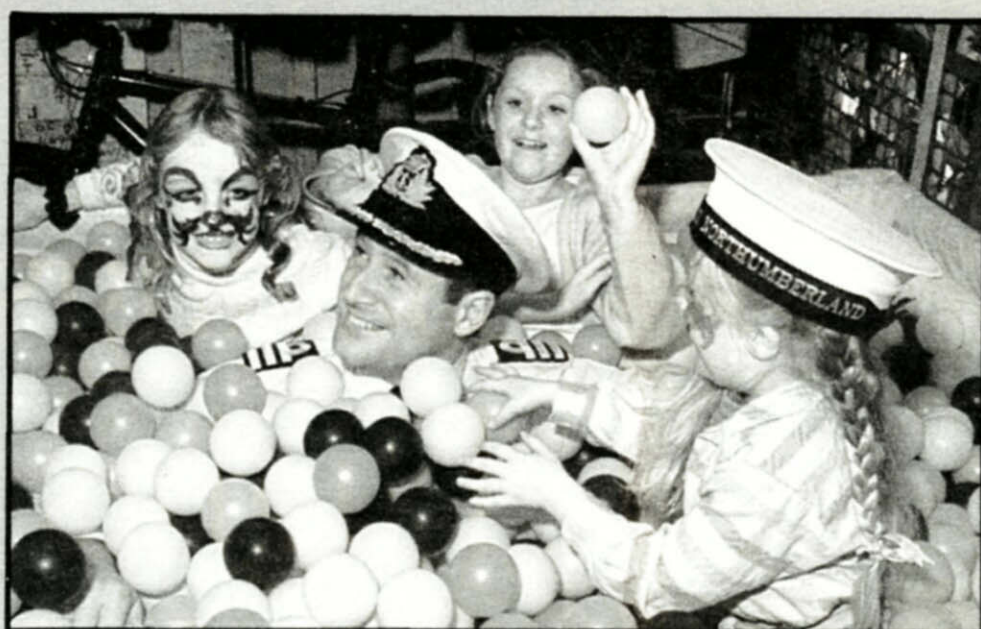
The £25,000 project adds to facilities available to families for private functions such as ships' socials, weddings and christenings.

SOCIETY SERVES ARMED FORCES

BIRMINGHAM Midshires Building Society have announced a new range of products and services to meet the requirements of Servicemen and women including the needs of those facing the transition back to Civvy Street.

The facilities include a fee-free discount mortgage, high interest savings account and commission-free travellers cheques and foreign currency.

Full details of the Armed Forces package can be obtained by ringing Freephone 0500 600877, Monday-Friday, 9am-6pm, Saturday, 9am-5pm.



● Cdr Steve Bramley, HMS Northumberland's commanding officer, joins children in the ball pool during families' day.

Duke gets ball rolling

WHEN the Type 23 frigate HMS Northumberland held her families' day naval community playgroup co-ordinator Patricia Whiteley was asked to organise a creche, the first time, it is believed, such a facility has been available in a warship.

Ten members of staff from Plymouth naval playgroup were invited on board and brought with them a bouncy castle, ball pool and a children's entertainer.

"My staff were thrilled to be asked to provide a facility for the families," said Patricia, "and the feedback was very favourable. Wives were able to tour the ship with their husbands knowing that their children were being safely entertained."

● The newly-amalgamated organisation in HMS Drake also held a successful families' day which included a bouncy castle, face painting, street entertainers and an It's A Knockout tournament organised by Drake's PTs.

Child support reviewed

CONTINUING negotiations with the Child Support Agency (CSA) have resulted in their agreement to adapt some of their procedures to take account of the special circumstances of Service personnel.

Concern had been voiced about the time allowed for responding to Maintenance Enquiry Forms (MEFs) and the

inclusion of allowances such as the Local Overseas Allowance (LOA) in assessment.

The CSA have now agreed that when a MEF is not returned within 14 days they will approach Service personnel departments for confirmation

that its non-return is for operational reasons. The normal 28-day timescale will be extended on a "case by case" basis but personnel should be aware that any such extension will not alter the date from which maintenance is due (the date the MEF is issued by the CSA).

Where individuals are in receipt of LOA, the CSA has agreed that this should not be included in all new cases of child support assessments. Anyone whose previous assessment has included LOA should contact the CSA asking them to review their case. Reassessments will be backdated to the

date of the original and any over-payments will be taken into account.

In addition to the UK CSA helpline (0345 133133) personnel serving overseas who wish to seek advice about their individual cases can do so by calling 091 2250300 or 091 2250301.

The MOD is also negotiating with the CSA regarding the inclusion of other tax-free allowances in assessments and whether assessing officers can take into consideration the extra housing costs some personnel have to meet if they are in Service accommodation and own a home elsewhere.

Holiday up for auction

THE China Fleet Club UK Charitable Trust has 61 self-catering timeshare holiday weeks in prime season (July-Sept), in the UK which are available to serving ratings of the RN, RM, WRNS and QARNNS, at a cost of £300 per week.

Booking forms, descriptions of the various locations and the dates they are available can be obtained from The China Fleet Club UK Charitable Trust, Timeshares, Saltash, Cornwall PL12 6LJ.

Successful applicants will be decided by means of a draw which will take place at the end of February and only successful applicants will be informed, usually within one week of the draw.

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Captain takes to nursery slopes



AT the opening of Doves Nursery HMS Daedalus' commanding officer, Capt David Newberry (left), was more than happy to try out the facilities while his executive officer, Cdr Ken Jones, found himself volunteered for extra babysitting duties.

Driving force behind the idea was POWQA Paula Price who officially opened the nursery in the former POWrens quarters.

The facilities are open Mon-Fri, 0700-1800,

to children aged three months to five years of Service and MOD personnel serving in establishments in the area and are run by fully qualified nursery nurses.

Charges are £1.60 per hour for the first 20 hours of the week and then £1.45 per hour with a maximum charge of £75 for a full time week.

Further details can be obtained from the nursery on 0705 550143.

Get Wise on DCIs

MOD in step on infectious diseases

MEASURES have been outlined which have brought the Ministry of Defence's control of communicable diseases into line with recent public health guidance and civil law.

Re-examination of methods of control followed the 1988 Acheson Report on Public Health in England as well as similar papers in the UK. In 1991 a guidance document was issued to the National Health Service and local authorities by the Departments of Health and the Environment which examined the role of the consultant in communicable disease control.

In 1992 the Food Safety Act became applicable within MOD establishments and this, coupled with the withdrawal of Crown immunity, had significant implications for the Armed Forces. Food poisoning is now notifiable.

MOD sees it as vital that it maintains close communication with civil authorities concerning outbreaks of disease on its property and affecting its personnel.

Newly published outline arrangements deal with procedures for notification and surveillance of infectious disease, investigation and management of outbreaks and liaison with civilian bodies. The arrange-

ments also deal with the role of the RN consultant adviser on communicable disease control, and that of the naval medical officer of health.

There are 39 diseases which are notifiable as a result of legislation — from anthrax to yellow fever, but including more common and less potent illnesses such as chickenpox and measles. In addition there are five diseases which are notifiable through the requirements of the Armed Forces alone. These include influenza (when directed by MOD) and infective enteritis.

DCI RN 185/94

Legion role in injury claims

ANYONE contemplating making a claim in Common Law for personal accident or injury against the Ministry of Defence is advised to approach The Royal British Legion in the first place.

Although claimants may if they wish contact MOD direct or consult a solicitor, The RBL Pensions Department will ask them to complete a form describing the incident and, on a separate sheet, ask them to give further details including copies of any written evidence or correspondence.

Having completed its investigations the department will forward the documents to The RBL Solicitors Referral Group whose members specialise in compensation claims against MOD at no charge.

However, while The RBL is able to give advice it is not able to help with legal fees.

1987 Act

Such claims in Common Law have been possible for serving and ex-serving personnel since the Crown Proceedings (Armed Forces) Act 1987. The Act is not retrospective and claims for compensation can only be made for incidents after May 15, 1987.

The time limit for submitting a personal injury claim to MOD is three years from the date of the incident or from when the claimant reasonably became aware of the injury.

Information and help may be obtained from The Pensions Department, The Royal British Legion, 48 Pall Mall, London SW1 5JY, tel. 071 973 0633.

Disablement

In the case of War Disablement Pensions, serving and ex-serving personnel may make a claim if they consider that their service in the Armed Forces is related to a medical condition from which they are currently suffering.

The pension is paid by the Department of Social Security and, despite the title, claimants need not have served in a war or armed conflict.

The War Pensions Agency will assess the level of disability. A tax-free pension is paid if the disablement is assessed at 20 per cent or more, while a tax-free gratuity is paid for less than 20 per cent disablement.

Claims may be made to the War Pensions Agency, Department of Social Security, North Fylde Central Offices, Northcross, Blackpool FY5 3TA or through The RBL Pensions Department.

DCI JS 67/94

Road death is Navy's No. 1 killer

BIGGEST CAUSE of death among serving members of the Royal Navy and Royal Marines is road accidents. Figures highlighted in a new report show that during the year up to the end of July 1993 most officers and ratings who died were killed in this way.

Statistics contained in the annual report of The Royal Navy and Royal Marines Dependents' Fund show that of the subscribers to the fund, nine officers and 41 ratings died during the year.

Of those, five officers and 21 ratings were killed in road accidents. Of the others, three officers and seven ratings died from natural causes.

Total membership of the fund at the end of the period was 9,267 officers (96 per cent of eligible personnel) and 48,260 ratings (99 per cent).

During the year £178,000 was disbursed in grants and £94,000 was invested. Annual subscription of £1.80 for ratings remained at that figure set in 1981, while officers' subscriptions were reduced from £2.40 to bring them into line with ratings.

The maximum grant payable was increased on April 1 last year from £3,250 to £4,000.

Correspondence concerning both officers' and ratings' funds should be addressed to The Secretary RNDF, Centurion Building, Grange Road, Gosport, Hants PO13 9XA.

DCI RN 186/94

Course refunds

PUBLIC money is available to partially refund Service people taking certain civilian educational courses and examinations.

All regular Service personnel are eligible to claim up to 80

per cent refund of fees under the Individual Refund Scheme (IRS) for external courses and examinations, Open University courses, distance-learning courses, resettlement courses and National Vocational Qualification courses.

Before enrolling for a course an applicant must be interviewed by the local education officer who must be satisfied that the course has a substantial educational or resettlement content, that the Service will benefit directly or indirectly — except in the case of resettlement — and that the course provides the most cost-effective way for the applicant to attain the required qualification.

DCI JS 70/94

Time for movies...

HEADQUARTERS of the Royal Naval Film Corporation will move from its Kensington office to Portsmouth Naval Base in December. From October 31 monthly film and video returns are to be forwarded to the RNFC at HM Naval Base (PP23) Portsmouth, PO1 3LL tel. PNB ext. 23064/23108. Correspondence should be sent to the new address after December 9.

DCI RN 174/94

Bonus clampdown

BONUSES OFFERED to airline users — such as BA's Air Miles scheme — may no longer be used for private travel if acquired by Government servants in the course of official travel.

The policy has been reviewed across Government to ensure that the principles governing the conduct of Crown Servants are fully observed.

There is however, no objection to Crown Servants continuing to collect bonuses for the benefit of official travel — eg, access to special departure lounges or booking arrangements — as long as they inform budget managers.

Bonuses accumulated before September 9 this year may still be used for private travel.

DCI General 241/94



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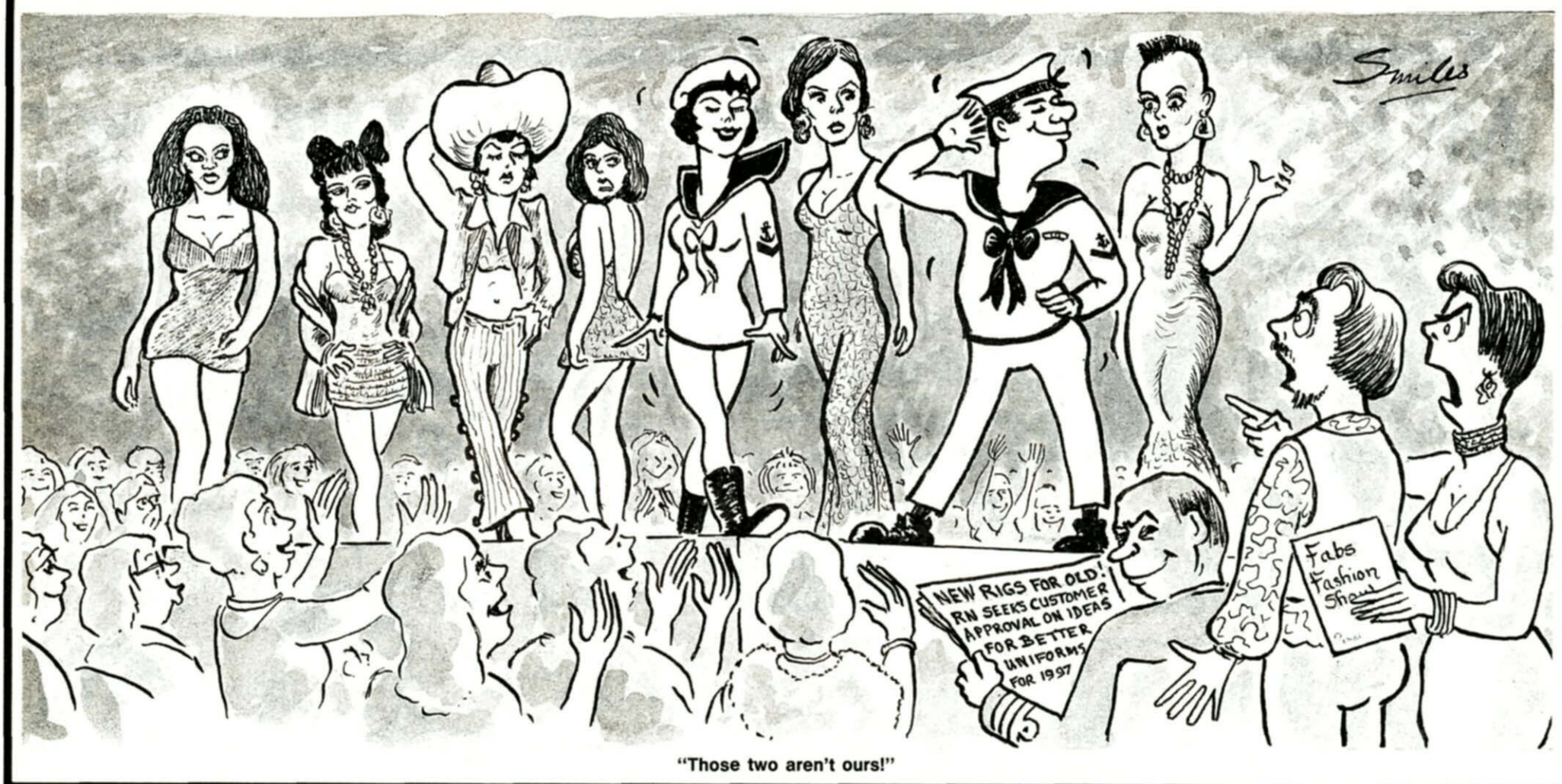
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"Those two aren't ours!"

NEWSVIEW

Square deal for square roots

Sailors have been forced to swim with a spring tide of change lately — but for many of them uniform is a sealed pattern that should stay that way.

Yet the current rig remains — and should remain after 1997 — easily recognisable as the direct descendant of that approved in 1857. Over 140 years of uniformity isn't bad going — especially since there was none at all before then.

By the early 19th Century the blue jacket might have been "customary dress", but any "decent clothes" would have passed muster in most ships.

Nor was there anything to stop captains introducing uniforms of their own design — at their own expense — for at least part of their ships companies, while sailors added touches of their own, such as rows of bright buttons and gaudy hat ribbons.

The captain of HMS Harlequin in 1820 went so far as to dress the crew of his gig as harlequins — and Capt J. W. Washington of HMS Blazer in 1845 had his in blue and white striped jackets, thus reputedly giving the name to a piece of sartorial excess still sported at Henley Regatta.

Even after 1857 a good deal of latitude was still allowed — 40 years later the Admiralty was complaining of the "considerable laxity in observance of the instructions laid down in uniform regulations."

What the current review — the most widespread since 1857 — aims to do is to increase comfort while defending tradition, though the plotted departure of flares as the vestigial reminder of the old bell-bottoms will be regarded by some as a sell-out despite the obvious economy gained by adopting a single Service trouser design.

But surely no one now misses the complicated tapes and waistband that held the old square rig together before the last review in the 1970s?

It also intends to make all Naval clothing 'uniform', thus allowing badges of rank to be worn on items of protective gear, which will bring an obvious gain in recognition in line with that enjoyed by many other navies.

Since the Royal Navy originally set the style for most of these, there is no harm in returning the compliment.

Many of the changes proposed are down to commonsense. Technology has made great strides in the clothing industry over the past couple of decades and there is no reason why uniform should not keep itself up to date along with every other facet of the Fleet's operation.

Provided that the 'New Look' doesn't look too different from the old one.

● From front page

effectiveness of every item of Navy clothing. Recommended changes which are accepted are planned to be in place by 1997.

"Previous reviews have looked at certain uniform items, but this is the first to handle the whole question of naval clothing as an inter-related system," said the project officer, Cdr David Hobbs. "We envisage the most widespread changes in naval uniform since the first regulations for sailors' clothing were laid down in 1857."

As well as deleting the last vestige of the bell-bottom — reduced to flares in the 1970s — consideration will be given to slightly raising the V-neck of square rig so that the collar sits better on the shoulders.

Contractual arrangements for uniform production would be made more cost effective if colour was the only factor which distinguished naval trousers from those of the Army and RAF, said Cdr Hobbs.

"That and the addition of suit cuffs on the sleeves would mean that stocked items can be done away with. Uniforms would be provided by professional tailors under contract, who could then easily alter sleeves and trousers to fit the individual.

Better fitting

"The result would be a reduction in the resource cost of the item, a better fitting uniform and a sailor who feels better about the way he or she looks."

There was no question of developing a uniform that would not be compatible with tradition. "On the contrary. Tradition will be strengthened if we make tradition affordable."

Every naval clothing item will come under scrutiny — including protective wear. Some will be withdrawn if they are shown to have outlived their usefulness; others will be replaced or improved, while the use of some items will be extended.

Increased use of tropical whites will be examined, including the possibility of summer wear in UK. There are also plans to improve the steaming boot (or DMS), the comfort of which is not widely admired among its wearers.

Consideration will be given to replacing, in hot climates, the heavy No. 8 shirt with a lightweight working shirt.

High in popularity are plans for a new, lightweight, slash-away combat jacket and trousers in material which is "moisture vapour permeable" (MVP). It

would be issued with a zip-up liner for wear in cold weather either as a separate garment or beneath the MVP suit. The combination would replace the blue raincoat, blue windproof jacket, and current foul-weather wear.

It is also planned to improve action working dress, tropical clothing and domestic clothing worn in offices and mess decks. The woolly pully is likely to be replaced by a more effective, flat-weave pullover and consideration is being given to developing a standard, easy-care summer shirt for general wear without a tie. It would replace the existing tropical shirt and the female rating's summer blouse.

The future of senior officers' ceremonial wear is being studied. If it is found that there is a need to retain the uniform, with its high collar and epaulettes, its use may be made more frequent, though perhaps without the sword, and ribbons instead of medals.

Most notable of the changes which have already taken place is the adoption of the square-rig uniform for female junior rates following successful trials. An earlier option, more feminine in appearance, was dropped as it was found to be unpopular, too costly and too distinct from male square rig.

Combat boots

"The female uniform we have now differs only in having a slightly raised V-neck and is tailored to the female form," said Cdr Hobbs. "It gives a corporate identity which is one of the main criteria running through decisions on female uniform."

Other changes outlined in DCI RN 182/94 include:

- Deletion of ratings' second blue uniform and red-on-blue badges.
- RN parade boots to be replaced by Army combat boots, although ceremonial guards will continue to wear parade boots and gaiters at least until the outcome of Phase Two of the review.
- Branch and rate badges in

hand-embroidered gold thread will be replaced by synthetic, machine-embroidered versions. Red-on-black patterns are being replaced from January by woven gold badges for POs and leading rates, while blue-on-white badges for working dress will be replaced by embroidered items.

● White bush jackets are replacing officers' tropical tunics, except in the case of flag officers, captains, commanders in command, executive officers of major warships, officers in HMV Britannia, RN attaches, British naval staff overseas and certain exchange appointments.

● In July ratings will have their tropical tunics replaced by officers' pattern bush jackets.

For females:

● New mess undress for officers is in the course of supply and mirrors the uniform worn by male counterparts.

● Supplies are now available of a new bush jacket and skirt for officers and senior rates.

● A stone-coloured uniform based on Army design is being

developed for officers serving in prestigious appointments in South America.

● White tunics are being supplied for officers such as flag lieutenants.

● Trials of a new design white tropical dress for wear ashore are being completed.

● Officers' style blue jacket and skirt for senior rates is the subject of a development trial.

One of the aims of the review is to give all naval clothing a uniform number. "At present many items of protective wear are not, strictly speaking, uniform — such as flying jackets," said Cdr Hobbs.

He and his project team will be visiting ships, establishments and squadrons throughout the period of the review. "One thing that we do not yet have is an easily recognisable title for the project," he said. "The Army named theirs Combat Soldier 95. Our year is 97, and I would be pleased to receive suggestions." He can be reached in Room 32, F Block, MOD Enslough, Bath.



All of one company... The new uniform for Wrens which is designed not to set them apart from their male counterparts. The policy of providing the Navy's men and women with a corporate image is one of the main concerns of the current review of Service clothing.

MARINES ON DESERT ALERT

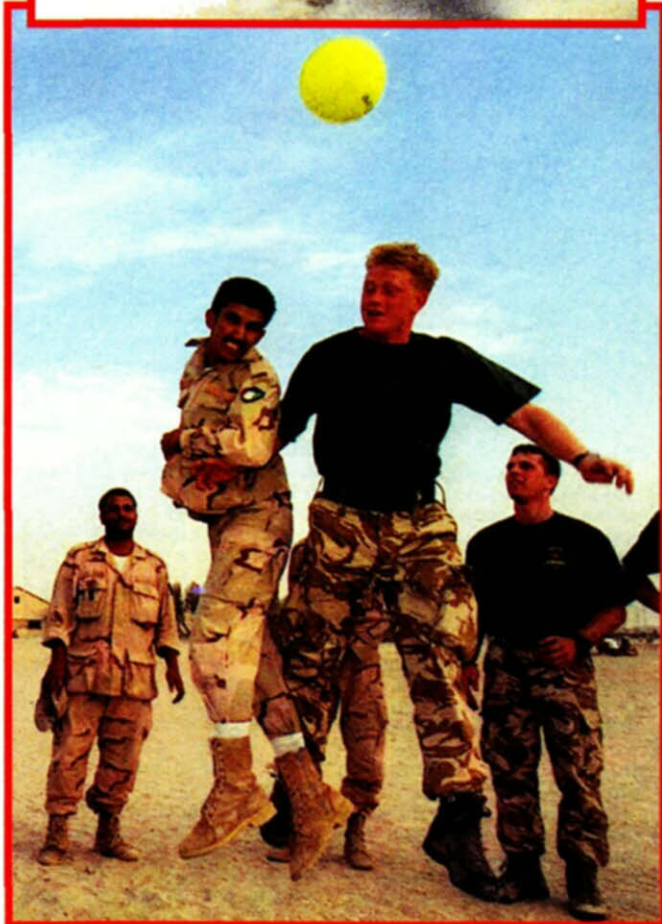
● From front page

Two more Royal Navy warships are destined for the Gulf. HMS Liverpool, a Type 42 destroyer, left Portsmouth late last month to relieve the Cornwall, while the Liverpool's sister-ship, HMS Exeter, was due to depart at the beginning of November as Cardiff's relief.

The tanker RFA Bayleaf will remain in the Gulf in support of the HM ships on Armilla patrol.

● During the height of the Kuwait crisis, a film crew from Westcountry TV recorded messages for home from the ship's company of Cornwall. The greetings were shown on the programme "Westcountry Live" during October.

PICTURES by CPO(PHOT) Stuart Antrobus show (from top): Royal Marines of 45 Cdo practicing desert procedures in Kuwait; HMS Cardiff arrives off Kuwait in company with a Kuwaiti patrol vessel; Mne Ross Hutchinson takes up a firing position while on desert patrol with Zulu Company; and a moment of relaxation after a tense day under the hot desert sun as Marines play football with Kuwaiti soldiers.



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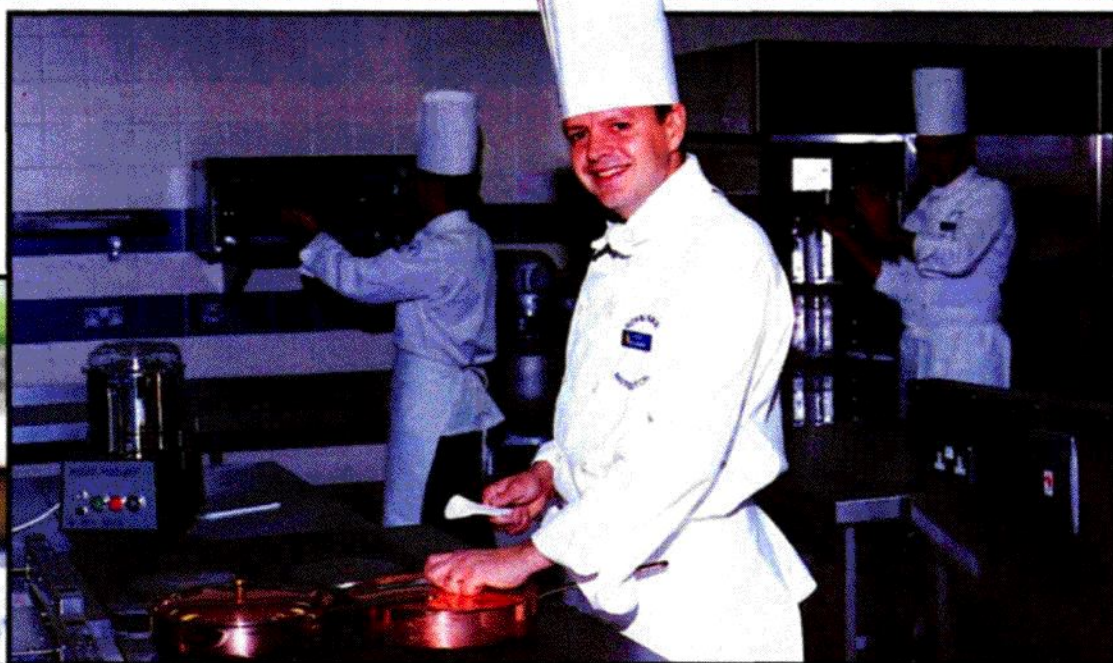
Royal Navy ☐ Royal Marines ☐ (Please tick one box.)

Other (Please specify) _____

NN6

Pictures by Emma Henwood

Below: No substitute for the real thing here — LWTR Chelly Holland hits the spot on HMS Raleigh's Trevol Range.



Above: Never too many cooks — Raleigh's custom-built new Cookery School can train up to eight at a time in each of its eight kitchens, with the help of instructors (left to right) WO Jim Garner, PO Mark Hurd and PO 'Jesse' James.

Right: That sinking feeling — learning how to cope when your world is shot full of holes.



VIRTUAL

Nothing as it seems — the

When the Prince of Wales opens the Royal Navy's new £2.2m Cookery School this month, HMS Raleigh will be given yet another string to its bow.

Popularly regarded as being little more than a 'Boot' camp for new recruits, where rough edges are knocked off and the mysteries of drill and kit inspection instilled in a schoolroom atmosphere, the ultra modern training establishment at Torpoint, Cornwall is actually concerned with just about every part of the business

of recreating life at sea ashore.

Virtual reality is the name of the game — but it has little to do with computer graphics. In the pursuit of authenticity, the Naval environment is reproduced in as detailed a form as possible — and that goes for the galley, too.

Thus the ovens in each of the Cookery School's eight kitchens, each designed to train up to eight students at a

time, are the same as those used at sea and the same routines are worked around them.

It is even so arranged that all the electric power to the kitchen can be isolated through one breaker — in the same way as it is in HM ships.

For ventilation, however, sea breezes are not enough — here the entire kitchen ceiling is designed as a giant oven hood. Otherwise, all that is missing from the simulated ship-borne galley is its unwellcome ability to pitch and roll.

Over at Triumph Squadron, though, the Damage Repair

Instructional Unit's crazy mounted mock-up of a warship section can do that, too — up to 15 degrees either side of the horizontal at varying frequencies to reproduce anything from a Caribbean summer to a North Sea winter.

Inside all is fitted out like the real thing — and the tension mounts as the disembodied voice of the instructor acting the part of the Principal Warfare Officer talking from the Ops Room builds up the picture of an incoming missile threat.

Suddenly there is a loud bang, all the lights go out, the



interior fills with smoke and water pours in through dozens of shrapnel holes. It is the job of the students to find them in the dark, seal them and try to save the ship — but Lt Cdr Chris Clarke lets them stop short of failure.

"If they're not coping too well we can open the drains to let some of the water out and give them a chance of success — if we let them sink they'll just get the hump and we won't have gained anything," he observes philosophically.

Even more uncomfortably realistic is the fiendish 'rat run' devised as part of the advanced firefighting course for submariners. Blindfolded,



Replenishment at sea is now an international skill — Pakistani sailors practise the art on the Raleigh RAS rig.



REALITY

many faces of HMS Raleigh

machine.

"Here we are in the middle of all this lovely countryside and people would rather go for a run on that."

"The main reason is, if you get tired you just press 'stop' and jump off — whereas if you're a couple of miles from the Main Gate when you decide to call it a day, you've still got to get home..."

If you run short of fuel in mid-Atlantic you are even farther from home. Replenishment at sea (RAS) is one of Raleigh's most sought-after repositories of expertise.

The Seamanship Trainer may be firmly anchored to the deck, but the newly refitted

'fake frigate' can make a convincing job of most of the common evolutions — including astern, probe and derrick fuelling, abeam RASing, heavy and light jackstay and line transfers.

Ships' COs and Executive Officers are among its most appreciative customers, says Lt Cdr David Ives.

"If they've been ashore for some time they're bound to get rusty and so we put them through a few RASes here — and they can never get enough of it, because they know the next one they might have to do could be at night, blowing hard somewhere off the Norwegian coast."

Raleigh's First Aid instructors take a pride in making things complicated — the treatment might be straightforward but the circumstances of injuries at sea seldom are.

So inside their own 'ship' they walk around singing, shouting, rattling and banging things and making a string of confusing pipes to put maximum pressure on the students — mostly ships' first aid teams and requalifiers.

The walls of the treatment area have been painted red after the staff got fed up painting over splashes of 'blood', which tends to be

thrown around in style reminiscent of a Hammer film set.

They even make use of professional 'casualties' — as lately when Paignton Red Cross volunteered to assist and sent some members of the Casualties Union, who regularly offer their acting talents to give credence to a wide range of paramedic training.

Nothing is quite as it seems at Raleigh these days.

● HMS Raleigh is the Royal Navy lead establishment for Part 1, Seamanship and Supply and Secretariat Training, offering over 100 courses.

● Above: Paint job — LMA Kev Shore squirts a liberal dose of extra reality over a 'casualty' in the First Aid Unit.



● Below: Another dash of colour — two members of a Leading Cooks Qualifying Course put the finishing touches on a ship-size batch of buns.



wearing breathing apparatus and full firefighting equipment, the victim is required to crawl through a tunnel, duck down under a water trap and emerge within a certain time.

"They all think they've travelled hundreds of yards when they come out, whereas they've only gone a few feet..."

A lot of imagination — and psychology — is put into even "normal" forms of exercise at Raleigh these days, says PTRO Lt Paul Clucas.

At the Health Suite — "we're trying to get away from the word 'fitness' which makes people think of Field Gunners" — the most popular piece of kit is the jogging



Signal men strike again

JACKIE Broome's 1955 classic **Make a Signal** has been reissued by Douglas-Boyd Books at £14.95 — and reading it again makes one realise that the Golden Age of ship-to-ship back-chat is now sadly long past.

The natural demand for concision in naval communications produced a crisp, telegraphic form of wit that is quite unique in the history of humorous writing, viz:

"Dark night, North Sea. From Destroyer A to Admiralty: HAVE BEEN HIT RIGHT AFT BY MINE. From Destroyer B to Admiralty: REFERENCE DESTROYER A'S SIGNAL. NOT MINE BUT ME."

"Gibraltar Signal Station to passing ship: WHAT SHIP? Reply: WHAT ROCK?"

"From extremely fussy destroyer flotilla captain to destroyer about to go to sea for exercises: HOW LONG DO YOU EXPECT TO BE AFTER LEAVING HARBOUR? From destroyer: 310 FEET AS USUAL."

Crusty

Some of the best exchanges are made between crusty admirals. During the Crimean War Vice Admiral James Dundas was turning over to Rear Admiral Sir Edmund Lyons — and the relationship between the pair was revealed in their parting signals.

"From Britannia (Admiral Dundas) to Agamemnon (Admiral Lyons): MAY SUCCESS ATTEND YOU. Reply from Agamemnon: MAY HANGING AWAIT YOU."

Famous brother Admirals

Howard and Joe Kelly rarely showed their affection for each other. But when Howard's yacht was grounded, while he was C-in-C China Station between the wars, Joe felt obliged to make: GLAD YOU'RE SAVED. Howard responded: GLAD YOU'RE GLAD.

And from one of the crustiest of them all, when Formidable after being attacked by Kamikaze observed to Indomitable, flying the flag of Philip Vian: LITTLE YELLOW BASTARD, came the reply: ARE YOU REFERRING TO ME?

The Aussies, above all, can hit the mark with a crisp put-down. This one's a beaut — when HMAS Brisbane was visited by a swarm of bees at Hong Kong. HMS Hawkins made: HOW MANY BEES IN BRISBANE? and Brisbane cut back with HOW MANY HAWS IN HAWKINS?

More seriously, Broome — a distinguished wartime sea captain, later a writer who was naval adviser for the film *The Cruel Sea* and produced a number of "Look at Life" shorts for Rank — put into this volume an elegantly concise history of naval signals, together with a selection of some of the Navy's most famous encounters, told in the tersely vivid format that the Navy made its own.

— JFA



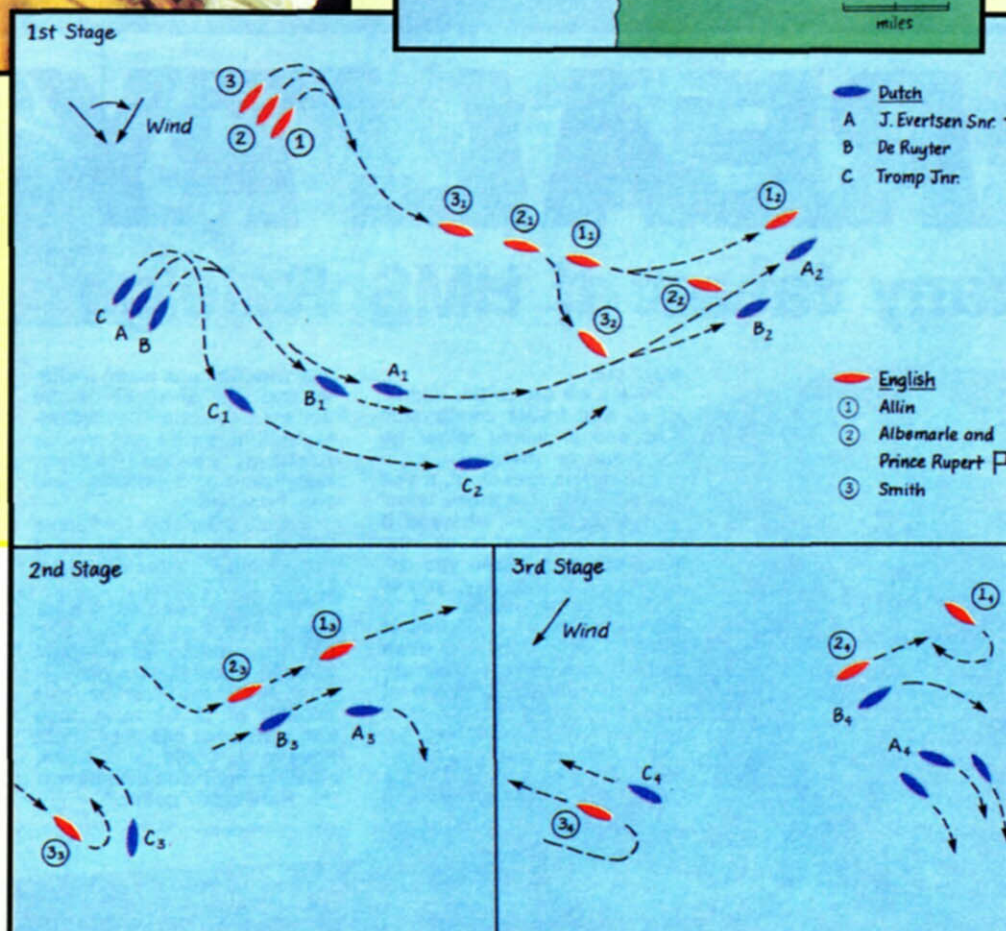
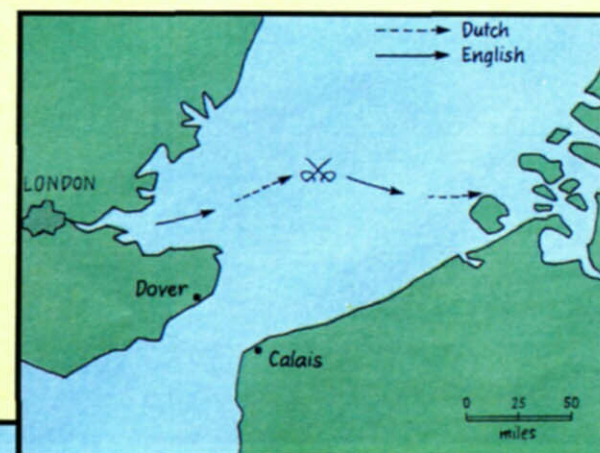
At Your Leisure



GEORGE Monck, First Duke of Albemarle, victor of the St James's Day Fight, 1666 — in which he beat off the Dutch Admiral De Ruyter, often compared with Nelson and ranking as one of the great admirals in history.

From *Great Battles of the Royal Navy, as Commemorated in the Gun-room, Britannia Royal Naval College, Dartmouth*, edited by Eric Grove (Arms and Armour £25).

1666 AND ALL THAT



Threshing around with America's Rice Paddy Navy

UNUSUALLY for a naval memoir, Clayton Mishler's **Sampan Sailor** (Brassey's US \$22) has little to do with the sea — but don't let that put you off.

It deals with the members of the "Rice Paddy Navy" — the Sino-American Co-operative Organisation that was one of the best-kept secrets of World War II.

Living off the land and ranging throughout China's spectacular countryside, Mishler and his fellow sailors were engaged in training Chinese guerrillas while keeping the US Fleet apprised of weather conditions and Japanese movements.

This is real Indiana Jones country and the party spent their days dodging ambushes by bandits, finding refuge in a variety of uncomfortable and unlikely quarters — including a leper colony — and all the time doing battle with a rich variety of outside creepy crawlies that all seem to have developed a taste for the author's blood above all others.

The savagery and corruption of the Chinese warlords is concisely summed up in the following passage, one of many similar incidents Mishler records:

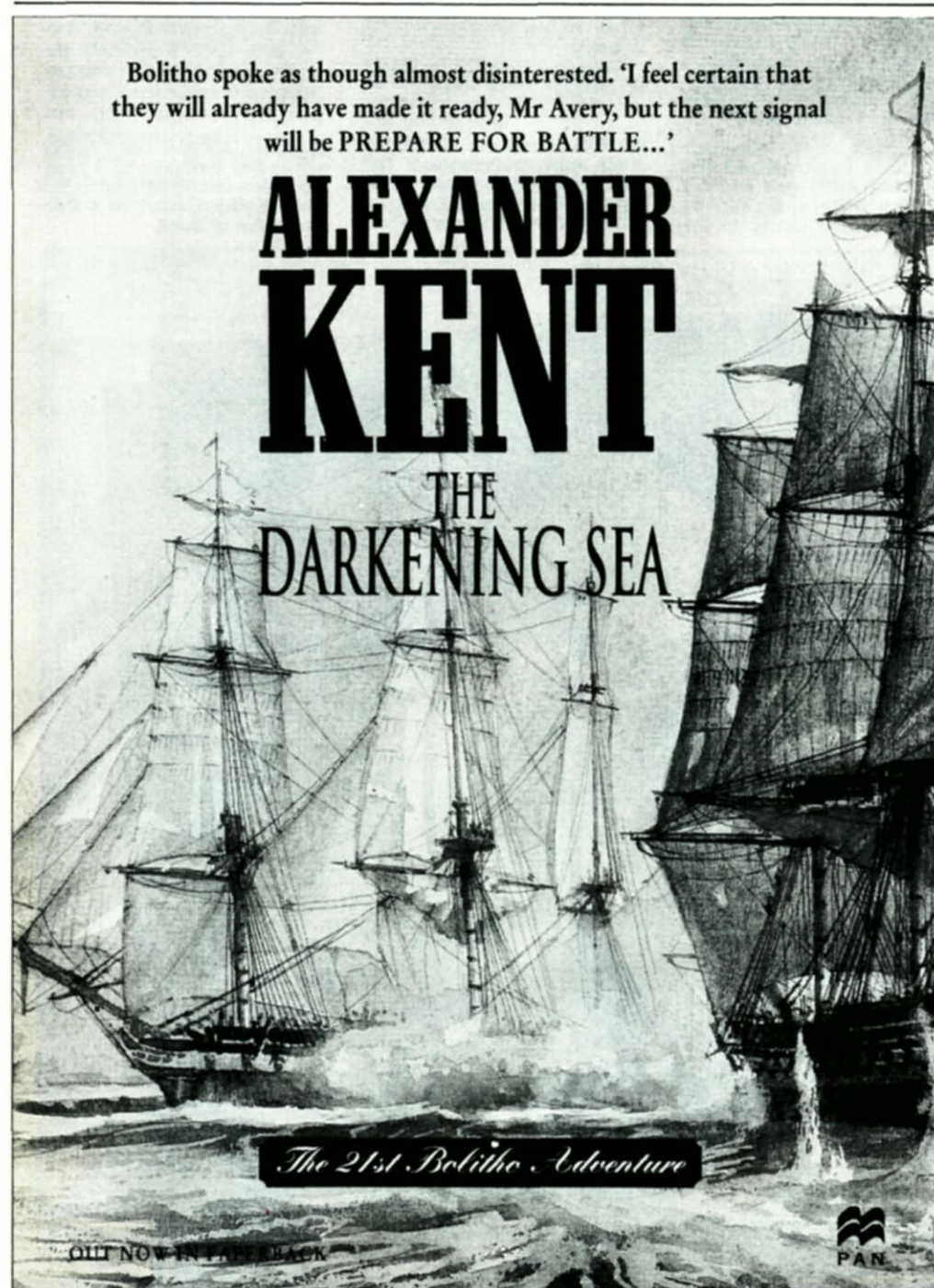
"The next day I saw two heads roll. These were a Chinese sergeant and corporal whose duty was to roam the countryside for eligible youths for the army. One farmer, who had a 13-year-old son, begged them not to take him because the farmer had only one arm and needed the son to help him earn a living.

"The two soldiers suggested they would overlook the boy if they were paid enough. The poor farmer scraped together all the money he had plus some he borrowed from neighbours, whereupon the soldiers lived it up for a few days.

"When they returned to the farmer for more money, he begged for just a few days to try to get it. The father had been bled dry and could not borrow any more, so he went to the Chinese general and told him what had happened. The general exempted the boy from conscription for one year and had the two soldiers beheaded.

"The heavy sword swung downwards twice, and each time a head rolled onto the ground. Blood gushed at first, then slowed to a trickle. When I talked with the missionary about this, he said that the soldiers were executed not because they collected money from the poor farmer but because they did not share it with the general."

— JFA



At Your Leisure

Three for thrills . . .

Screen Scene

WITH a screech of brakes, a whiff of cordite and an announcement that all police leave has been cancelled, three new action thrillers hurtle on to RN screens this month.

The Getaway is fast, violent, amoral. It harks back, first, to the 1940s, the heyday of "film noir", when the poor hero, out to make a dishonest buck, was beset by unreliable henchmen and double-dealing dames; and it harks back also to the 1970s, when the story (by Jim Thompson) was first filmed.

Prototype

In the original version Steve McQueen and Ali McGraw played the bank robber and his wife on the run from cops and fellow-criminals alike. This remake (which, apart from an added prologue, sticks closely to the prototype) stars Alec Baldwin in the McQueen part.

McQueen, of course, was terrific at presenting a poker face while suggesting all sorts of raging emotions going on behind it; with Baldwin you just get the poker face. However, replacing the rather bland Ms McGraw, Kim Basinger puts her body and soul, especially the former, into a super-intense performance.

As before, though, the fuel on which the film runs is the action factor, the brilliantly staged chases and shoot-outs.

Eddie Murphy seems to be at some sort of crossroads. The Murphy character — cool, tough and sassy — has been

playing for a good many years now, and the fact that his new film is called **Beverly Hills Cop 3** underlines the problem — we've been here before too much, too often; which is not to say that the star and his vehicle don't go through their moves with practised, entertaining ease.

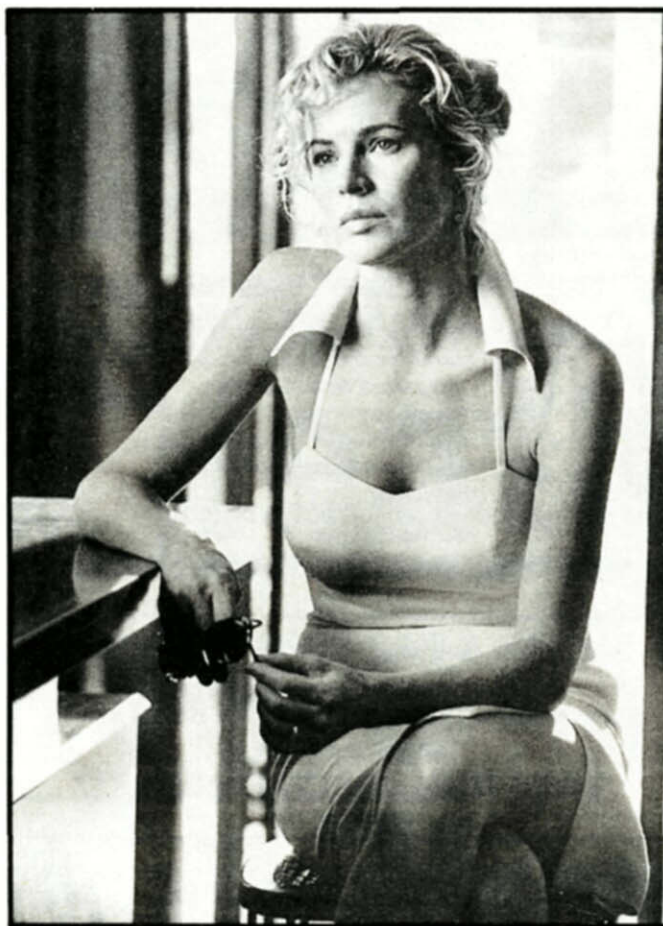
The film's big idea is to set most of the action in a huge amusement park — Disneyland in all but name — so that the gun battles, punch-ups and hectic pursuits at least have a novel background. The series never was exactly big on realism, but with this latest addition we are four-square in James Bond fantasy-land — making the four-letter dialogue, the "street" language (whose street's that, Eddie?) feel even less appropriate.

The threesome is completed by **On Deadly Ground** from Steven Seagal, he of the throaty, menacing snarl and lethal martial arts expertise. The surprise in this package is the film's environmental concern.

Menacing

The obligatory Brit villain — Michael Caine in top menacing form — manifests his villainy by polluting the Alaskan coastline and exploiting its inhabitants, all for the greater profits of his petroleum company. Enter Mr Seagal — exit, a hundred ferocious minutes later, Mr Caine.

It's all put across with zest and professionalism, and Seagal still comes over as the most authentically dangerous of the



Kim Basinger stars as Carol McCoy in Largo Entertainment's action thriller *The Getaway*, which harks back to the 1940s, heyday of the film noir.

screen's current band of tough guys. But the film is likely to be most remembered for its final scene, in which Seagal delivers a straight-to-camera homily on our responsibility to prevent

big business from exploiting the resources of Mother Earth — this after we have watched him rack up a body count, conservatively estimated, of 237 of her inhabitants. — **Bob Baker**

Re-release of Crown Film Unit classic

FEW wartime documentaries were made in colour — the British being particularly sparing in this regard — so **Western Approaches** makes a welcome return in video, the more so since it is still regarded as one of the best productions of the Crown Film Unit.

Shot in the Atlantic in 1944 — with the threat of U-boats never far away — it was intended as a tribute to the Merchant Navy and featured genuine merchant seamen acting out a story line that has their ship torpedoed and sunk.

The survivors take to a lifeboat and await rescue — unaware that the enemy is still loitering in the area, waiting for the rescue ship to turn up.

Outstanding camera work by Jack Cardiff in "one of the outstanding 'factual' films of the war years" (Halliwell's Film

Guide) is brought to life again by DD Video in conjunction with the Central Office of Information at £12.99. — **JFA**

RELAUNCH

CUNARD line flagship QE2's service as a troop transport in the Falklands War makes up a single chapter in Capt Ronald Warwick's full-colour history of the vessel, QE2, now revised and updated (W.W. Norton and Co, £25). He follows her from build to her \$100m refurbishment in 1987.

Limited edition

TO MARK the 50th anniversary of the combined Royal Navy, Royal Marines and Army assault on Walcheren Island on November 1, 1944 — described by Eisenhower as one of the most gallant actions of World War II — the Royal Naval Philatelic Society has produced a limited edition of covers.

Issued in Holland, they will carry photocard and background texts to the RNPS's usual high standard, with prices ranging from £6 to £11 — according with various signatories of those who took part in the action — with generous discounts for RNPS members.

● The Royal Naval Philatelic Society is now based at 19 College Road, HM Naval Base Portsmouth, PO1 3LI. Tel. 0705 820921 for further details.

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PLYMOUTH'S GAIN FROM CHATHAM'S WIND DOWN

DEPLOYMENT of a large part of the Navy overseas in the 19th century added to Plymouth's importance as the closest major home dockyard — and even the late strategic shift in naval deployment away from the Channel and around to the north and east to meet the German threat did not mean that it lost much of its traditional importance to the Navy in the years leading up to the First World War.

By then the doubling of the Dockyard's size by the Keyham extension — authorised in 1895 and officially opened in 1907 was an investment too great not to be exploited.

Devonport specifically benefited from the scale of the demand for warships — especially battleships — and a redistribution of work between the dockyards.

In Volume II of *The New Maritime History of Devon* (Conway Maritime Press in association with the University of Exeter, £35) this is shown to be linked to the relative demise of Chatham as a front-line building yard, owing to limitations of space.

Chatham, argues one of the contributors, Peter Hilditch, could be regarded as an essentially Victorian yard, ill-equipped to participate in the Edwardian Naval Race.

Construction

And the Medway yard's workforce, larger than Devonport's at its high tide of construction effort in the middle of the 19th century, was actually reduced in

1907.

The work of maintaining and manning the Fleet also makes it misleading to describe the South West as a naval backwater at any point from 1914 to 1918 — the German acquisition of new bases at Zeebrugge and Ostend, combined with the introduction of longer range submarines, soon shifted the focus of the U-boat campaign to the crucial sea lanes of the Western Approaches.

Overlooked

Elsewhere, Ian Skinner explores the important but often overlooked role of Plymouth in World War II, when it also found itself reverting to its original role as the main western base against an enemy directly across the Channel.

As the Germans occupied the French naval bases developed in the 17th and 18th centuries for a war against Britain, so the ethos behind the original strategic role envisaged for Plymouth, untested operationally since 1815, was put on trial in modern warfare. — **JFA**

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make the Almanac's coverage of the German North Sea and South Biscay coasts, in particular, the more complete.

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Brave efforts remembered

DURING a break from operational duties in the Adriatic HMS Brave took part in a series of commemorative events in tribute to those who lost their lives in Operation Dragoon, the Allied landings on the south coast of France in August 1944.

The eighth ship to be named Brave had been involved in the operation and, some 50 years on, the current HMS Brave sailed from Malta to take part in an anniversary fleet review off the French coast alongside over 40 vessels from the RN and French and US navies.

The following day the Type

22 frigate anchored off Cap Dramont and landed a Colour party to lead the shore-based ceremonies in the presence of President Mitterrand and Lt Cdr The Duke of York.

On sailing, the ship conducted her own service of remembrance led by the ship's chaplain, Rev Brian Fairbank. A wreath, which had been donated by veterans, some of whom had been on board the ship to witness the review, was cast into the sea in honour of those who had lost their lives in

the action.

Later visits during her deployment to Crete and Corfu saw HMS Brave's ship's company paying tribute to British and Greek servicemen killed during the Second World War.

A service of remembrance was held at the cemetery at Suda Bay, Crete and a wreath-laying ceremony took place at the British Cemetery, Corfu, in honour of British sailors from HM ships Saumarez and Volage who died during the Corfu Incident in 1946.

Ethnic surveys to be returned

OVER 50 per cent of RN personnel have returned their ethnic monitoring questionnaires issued to them earlier in the year but the Defence Analytical Service Agency (DASA) is still looking for more replies.

Anyone who did not receive a questionnaire, or who has lost their original, should complete the form below and send it to the Survey and Census Unit AS(SCU), Room 143, Northumberland House, Northumberland Avenue, London WC2N 5BP.

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Ark heads north after tour of duty

FOLLOWING her return to Portsmouth after completing a second seven-month tour of duty in the Adriatic HMS Ark Royal sailed to Newcastle upon Tyne from where her ship's company visited her affiliated town of Leeds.

Ark Royal was built at Swan Hunter on the Tyne and was commissioned in 1985 but her links with Leeds go back to the Second World War when the third ship to bear the name was adopted by the city.

When the wartime carrier was sunk in support of the Malta convoys the Admiralty immediately decided to reallocate her name to a new ship.

The people of Leeds raised £9,301,293 in a National Savings drive linked to the replacement of their adopted ship and since then the close affiliation between Leeds and the next two ships to bear the name Ark

Royal have remained strong. During this last visit before decommissioning this month her ship's company exercised their privilege of the Freedom of the City of Leeds by marching through the town centre with bayonets fixed.

Reception

While alongside in Newcastle upon Tyne Ark Royal welcomed on board a number of Ark Royal veterans as well as visitors from schools and local organisations and also hosted an official reception where the 300 guests were entertained by the Band of the Royal Marines of Flag Officer Scotland, Northern England and Northern Ireland.

Her ship's company were also involved in a series of sporting activities and took part in a sponsored run from Newcastle to Leeds raising money for local hospitals.

Commenting on the two visits her commanding officer, Capt Terry Loughran, said: "It is very fitting that Ark Royal and her ship's company should have the opportunity to visit the two cities with which we have the strongest links before we bow out of operational service to undergo a period of extended readiness and refit."

● As WO(S) Eddie Seaborne unfurls the White Ensign HMS Ark Royal's ship's company prepares to exercise their privilege of the Freedom of the City of Leeds.

● Right: FOSNNI's Band of the Royal Marines lead HMS Ark Royal's ship's company as they exercise their right to march through the city of Leeds with bayonets fixed.

● HMS Ark Royal sails up the Tyne past RFA Resource, alongside at Swan Hunter (left), and RFA Olwen, at A&P Apple-daw (right).



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SECOND World War veteran, and celebrated Goon, Spike Milligan released hundreds of balloons at the Guards War Memorial, on Horse Guards Parade, as a foretaste of The Royal British Legion's 1995 Great British Balloon Launch.

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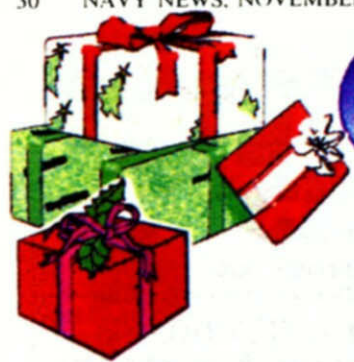
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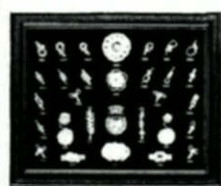
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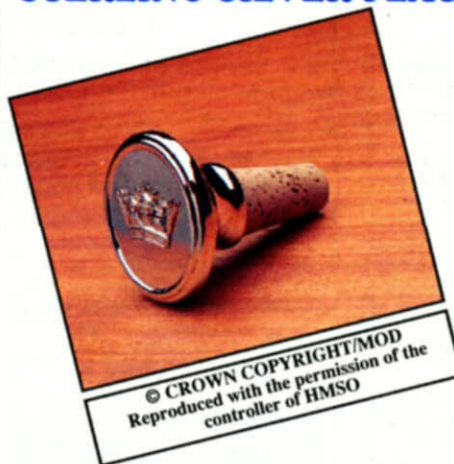
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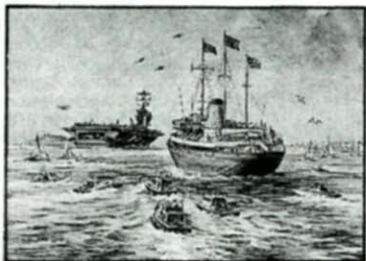
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Victoria Barracks and HMS Implacable, 1954: Cyril Penhaligon, 48 Cwrt-Y-Claely, Skewen, Neath, West Glamorgan (Tel. 0792 812085) would like to hear from old shipmates.

HMS Pembroke, SA25 Class, 1965: SA Peter Longstaff, 44 Pendower St, Darlington, Co Durham, DL3 6ND, would like to hear from old shipmates, in particular SAs Chris Radcliffe, Frank Munro, John Mitchell, Alan Ilderton, Mick Spencer, Barry Dobson and Jim Sweeney and PO Instructor Derek Hunter.

DEMS, Atlantic Convoys and RFA Fort Langley: P. J. Leyden, 25 Montpelier, Edinburgh, EH10 4LY (Tel. 031 2298657) would like to hear from old shipmates.

HMS Return, British Embassy, Tokyo, Japan 1945: Eric Buckner, 12 Freshfields Court, Cumbria, CA1 2TT (Tel. 0228 514570) would like to hear from old shipmates with a view to attending a reunion.

HMS Cairo OHA are looking for old shipmates who served when she recommissioned in 1939 until she was lost in Malta in 1942. Contact Jack Harris, 72 St Leonards Caravan Park, Ringwood Rd, Ferndown, Dorset, BH22 0AQ (Tel. 0202 894121).

HM ships Ganges (1968 Drake Division), Collingwood, Norfolk, President, Bacchante and Forest Moor: Ex-LREM Mike (Buck) Ryan would like to hear from old shipmates. (Tel. 0743 361836).

Fleet Air Arm Assn. intends to form a new branch in North Yorkshire. Any ex-FAA members living in this area and who would like to join the branch should contact Ray McEwan, The Old Smithy, Barton-le-Street, Malton, YO1 7OP (Tel. 0653 628702 — home, 0653 600015 — work).

HMS Edderton, Suez 1956: Edward Freathy, Elmbank, Marlow Rd, Bourne End, Bucks, SL8 5NL (Tel. 0628 523711) would like to hear from old shipmates, with a view to a reunion, in particular Jimmy Mike Grubb, Buffa, Alan Todd, Buffa Walsh, Bunts Peter Summers, Tel Geo Angell, Padre Woodward, LSTK Peter Smith, CK Lund, Cox'n Bert, ABS Ed Nicholls, Shaw, Jim Denny, Peter Tunnard, Skipper Griffiths, Jimmy Green, Jimmy Johnson, ERA Orry Grix, LS Byast, LS Norris, ABS Hogan, Draycott, Turrell, Tel Thornton, STK Probert and AB Burleigh.

HMS Ultra: Bob Coles, Brackenhurst Cottage, Mapperley Lane, Mapperley Village, Derby, DE7 6BS (Tel. 0602 442560) would like to hear from old shipmates.

HM ships Woodpecker (1943-44) and Lark (1944): D. A. Clark, 14 Kings Rd, Hove, Surrey, RH6 7AQ (Tel. 0293 774337) would like to hear from old shipmates, in particular S/Lt Bill Goodworth, Jimmy Pearson, Piers (CM/Shipman) and S/Lt Grace.

14th CAG NFU, 812 Squadron HMS Glory and RNAS Haffar, Malta (1950-51): Ken (Lammy) Lambert, 17 Walgrave, Orton Malborne, Peterborough, PE2 5NR (Tel. 0733 234655) would like to hear from old shipmates.

HMS Whitesand Bay (1951-53): Geoff Nightingale, 268 Galley Hill, Gadebridge, Hemel Hempstead, Herts, HP1 3LD (Tel. 0442 63405) would like to hear from LEM Tom King and CEA Fred Plowman.

HMS Raleigh (1950-51): Mr L. G. Smith, 14 Fairfield, Coningsby, Lincs, LN4 4SP would like to hear from Wren Yvonne Burgess.

RN Commando Assn: Anyone wishing to join, contact G. H. Wilson, 7 West Haven, Cosheston, Pembroke Dock, Dyfed, SA72 4UL (Tel. 0646 684926).

HMS Hero (1937-39): Reg (Tug) Wilson, 41 Albury St, Pimlico, Townsville, North Queensland, Australia, 4812, would like to hear from old shipmates.

HMS Tamar (1951-52): D. Whittaker, 23 George St, Outwood, Wakefield, West Yorks, WF1

2LH, would like to hear from old shipmates.

HMS Walney, Oran Harbour, Nov 8 1942: Nobby Clarke, 383 Westmorland Rd, Newcastle upon Tyne, NE4 7QT would like to hear from anyone who survived when the ship was sunk in Oran Harbour.

HMS Cumberland Assn. Former shipmates are invited to join the association. All members of the 15th and 16th Cumberland are welcome. Details from HMS Cumberland Association, Aysgarth, Cross Lane, Bexley, Kent DA5 1HZ.

HM ships Havock (1940-42), Scott (1944-46) and Relentless (1952): Jack Gould, 114 Elm Rd, Leigh-on-Sea, Essex, would like to hear from former shipmates Charlie Shields (his best man) and George Gilligan.

HMS Nabob (1943-45): Ex-Sig R. (Hutch) Hutchins, 28 Sacheverell Rd, Leicester, LE3 6NU (Tel. 0533 330948) would like to hear from old shipmates and would like to know if there is a ship's association.

HMS Lyme Regis: Lofly Coder (Tel. 021 445 2956) would like to hear from old shipmates — Sigs Bish, Greenwood, Spurgeon.

Over to You

BBC TV series Sailor: Pam Appleby, 61 Pentamont St, Stoke, Plymouth, PL2 1DA (Tel. 0752 560798) would like to hear from anyone who has a video of the series. Her brother, who has been seriously ill, served on board HMS Ark Royal when the series was being made.

HMS Hawkins 1930. Invergordon Bowling Club has an annual trophy called the Hawkins Cup presented to the club in 1930 by the "Bowlers of HMS Hawkins". Any surviving "bowlers" and/or into about the cup is being sought by the president, Bill Gilmore, 13 Fraser Rd, Invergordon, Ross-shire, IV18 0NT.

HM ships Afridi and Manley. C. J. Lawrence, 56 Avenue Rd, Christchurch, Dorset, BH23 2BZ, seeks information about the ship and about Francis T. Hare, who was Co-od of both ships during First World War and who won the Croix de Guerre. In Second World War he served in the Minesweeping Div., HMS Vernon, and Mr Lawrence would like any information concerning the officer.

HMS Tongue Sand Fort. Will Stewart, 19 Baitings Rd, Herve Bay, Kent, CT6 6DB, seeks a photograph of the WW2 Thames estuary sea fort taking during 1942-45, as well as photographs of other such Thames forts in commission.

HMS Pathfinder 1942-45. W. V. Wright, 15 Pringle St, Blackburn, Lancs, BB1 1SD (Tel. 0254 263156) seeks information from shipmates of his father, the late AB Edward Wright, especially Don Moss from Grimsby. He is also seeking photographs of Pathfinder.

HMS Glorious 1940. Mrs Doreen A. Curston, 31 West Cliff Rd, Dawlish, Devon, EX7 9ET, is seeking any survivors of the sinking of Glorious who may have known her brother, Jack Elston, who went down with the ship. She is especially keen to trace Arthur Lidstone who took part in a BBC programme some years ago.

Convoy commodores. Author Alan Burn, Baudy Gwyn, Minford, Penrynhead-draeth, Gwynedd, LL48 6EN (tel. 0766 770395) is seeking information from those who remember/served with convoy commodores in Second World War.

Airgraph V-Mail. Theo Durieux, 84 Rue H. Docquier, B 4300, Wareme, Belgium, would be grateful to receive any examples of Forces' mail transferred to UK on microfilm. He is making a collection for an exhibition marking the 50th anniversary of the liberation of the prisoner-of-war camps.

Eric Charles (Mitch) Mitchell: Mrs Carol Burton, 17 Salisbury Rd, Enfield, Middx, EN3 6HG (tel. 0992 764751) would like to hear from her father's old shipmates who served as a Stoker in HM ships Blanche,

Tel Fenton and L/Coder Smith are already in contact.

HMS Pelorus (1943-46): Ex-LCK William Lawrence (tel. 0532 796907) would like to hear from old shipmates.

HMS Eagle (1969-71): Terry Lelliott celebrates his silver wedding anniversary on Nov 26 and his wife Penny would like to get in touch with his former shipmates to invite to a party. She would like to hear from members of 6J1 Mess, in particular Alex "Bum" Shields, Ray Towers, Colin Pratt, Joe Gowan, Ginge Teague and Butch Huxtable. Write to her c/o 54 Orchardside, Hunston, Chichester, PO20 6PQ.

HMS Warspite (1941-45): S. C. (Lofty) Farr, Byways, 3 Gambles Lane, Woodman-cote, Cheltenham, Glos, GL52 4PU (Tel. 0242 672012) would like to hear from joiner R. F. Foord (also known as Lofty).

HMS Foxhound (1936 onwards): W. A. Baldock, 69 Lynton Rd, Hadleigh, Benfleet, Essex SS7 2QG (Tel. 0702 557739) would like to hear from Jim Imrie or Emery.

Enchantress, Winchester, Acasta, Fiji, Bluebell, Thyme, Derg, Marguerite, LSTS 3038 and 3015, Birmingham and Victory Barracks.

Traditional naval recipes for kidney soup and kidneys for fried bread are sought by ex-L/Tel Donald Deaves, 139c Old Road West, Gravesend, Kent, DA11 0LS.

HMS Lochinvar (formerly HMS Columbine) 1917-75. P. A. Colinson, 8 Echline Grove, South Queensferry, W. Lothian, EH30 9RU, is researching the history of the naval base at Port Edgar. Anyone with information, anecdotes, etc. (including photographs) is asked to contact him.

HMS Sheffield cap tally sought by Mr H. D. King, 17 Avalon Rd, Sunderland, SR3 3JN.

HMS Hermione 1942. Mrs V. A. Lavers, 60a Underlane, Plymouth, Devon, PL9 9NZ, wants information about the cruiser sunk in 1942, resulting in the loss of her father, PO Shipwright Walter (Bob) Rushbrook.

HMS Vanguard 1950. Mrs Betty Parr (nee Rogers) is seeking long-lost friend Elsie who with his shipmate Henry was serving in the battleship when Mrs Parr met them at a convalescent home in Torquay. Her address is 174 Humber Ave, Stoke, Coventry, CV1 2AR (tel. 0203 225102).

mv Derbyshire. Author Capt D. C. Ramwell MNI, 3 Laburnum Lane, Hale, Altringham, Cheshire, WA15 0JR, is seeking information on the search for the sunken ship in Sept 1980. He is interested in helicopter reports of oil upwelling and thinks two HM ships could have been involved in the search — Antrim and Alacrity.

"British Escort Vessels (or Ships) 1939-45". Mr S. E. King, 38 Ashway, Corringham, Essex, seeks this book to buy or borrow.

Mobile Naval Air Base (MONAB). Information about this unit is being sought by Mr Chris Razzell, 69 Ploughman's Way, Rainham, Gillingham, ME8 8LJ (tel. 0634 371301). His father served in the unit and on his behalf Mr Razzell also seeks any of his old shipmates.

HM submarine Seal. Sarah Lonsdale, 18 Oswyth Rd, Camberwell, London, SE5 8NH, is seeking the whereabouts of the submarine's bell, wheel and badge taken from the boat when it was captured by the Germans in 1940. She is making the request on behalf of her grandfather who was the Seal's CO.

HMS Ganges, St Vincent, Bruce. Anyone who served in these establishments as boy seamen are invited to contact author Tom Hobson, 8 Avon Ct, Newton Aycliffe, Co. Durham, DL5 7LR (tel. 0325 316725). He is researching for a book to be titled "Boy Seaman — Royal Navy" and seeks stories, experiences and photographs.

SS Thistleborg and HMS Carlisle: Sally Lindsay, 9 Annandale Rd, Chiswick, London, W4 2HE is working on a documentary on behalf of BBC Bristol about the sinking of SS Thistleborg and the rescue of her survivors by HMS Carlisle on Oct 6, 1941. She would like to hear from anyone who served in either of the ships.

HMS Eskimo: Mrs J. Burton, 23 Pocklington Crescent, Winthorpe, Newark, Notts, NG24 2PG is researching the history of HMS Eskimo during the Second World War and would appreciate any information. Her father served as a Sick Berth Attendant on board.

HM submarine Pandora, sunk Malta, April 1, 1942: Would anyone who can provide information concerning the burial of the dead contact C. A. McSweeney, 10 Chantry Rd, Bagshot, Surrey, GU19 5DB (tel. 0276 474175).

HM ships Ash and Jasper: Anthony Collins, 19 Masonhill Rd, Ayr KA7 3NX, is researching the naval career of his uncle STK Matthew Wren Dempsey who served in the RN Patrol Service and would like to hear from anyone who served in the above-named ships.

D. Pugh, HMS Garuda, Southern India, 1945: Mr G. G. Johnson, 21 Little Tixall Lane, Great Haywood, Nr Stafford, ST18 0SE would like to hear from D. Pugh, or anyone who knows of his whereabouts. Mr Pugh saved his life when he was almost electrocuted.

HMS Furious (1939-42): Denys Bryant, Rosslyn, 2 Mill Close, Porthleven, Helston, Cornwall, TR13 9LH (tel. 0326 572349) would like to hear from anyone who served with his uncle AB Stanley Bryant.

HM ships Philoctetes, Western Isles, Osprey and King George V: Chris Brangwin, 4 Fairweather St, Bellevue Hill, 2023, Australia, is researching the career of his father Cdr (L) T. M. Brangwin who served from 1940-50 in the RN before transferring to the RAN. He would like to hear from anyone who knew him, particularly of his work while posted to HMS Osprey and his Allied work in Germany in 1945.

HM ships Adventure and Blanche: Dr A. R. Lane, Stoney End, Littleworth, Faringdon, Oxon, SN7 8ED, would like to hear from any survivors of the ships' mining in the Thames Estuary in 1939 with regard to an article he is writing.

HMS Ramillies, 1930: Eric Marks, 3 Kendal Ave, Thornton-Cleveleys, Lancs, FY5 2LY (tel. 0253 826300), would like to hear from anyone who served on board when a film called "Tell England" was made involving the ship's Marines.

RM 45 Commando, Normandy: The family of Isaac Cohen (Spike), killed in action in Normandy, would like to hear from those who served with him. The circumstances surrounding his death are conflicting and his family are anxious to trace his place of burial as he has no known grave. Contact

Reunions

HMS Barham remembrance service will take place at Westminster Abbey on Nov 26. Past members of the 14th Destroyer Flotilla are welcome to attend both the service and get-together at the Union Jack Club. Details from Stan Deighton on 0734 429297.

Fast Minelayers' Assn (S.E. branch) will hold a reunion at the British Legion Club, Braganza Rd, Kennington, London SE11, on Nov 7. Details from Ray Moore, 89 Watling Rd, Norwich, Norfolk NR7 9TG (Tel. 0603 37652).

HMS Raleigh, Benbow Division 225 Class, June 1965. Anyone interested in a 30th anniversary reunion contact ex-PSA Peter Longstaff, 44 Pendower St, Darlington, Co Durham DL3 6ND.

HMS Indomitable. After this year's successful reunion plans are already underway for the 1995 reunion on Sept 16-17. Details about the association are available from Ron Sloan on 061 962 8560.

HMS Cumberland Assn. will hold their

seventh reunion at Great Yarmouth on April 21-24. Details from HMS Cumberland Association, Aysgarth, Cross Lane, Bexley, Kent DA5 1HZ.

North Russia Club will hold their next reunion in HMS Nelson, Portsmouth, on May 6. Send s.a.e. for details to Mervyn Williams, 87 Olive Rd, Cuxford, Southampton SO16 5FT (Tel. 0703 775875).

North Russia Club, South Wales, will hold their next reunion at Neath Constitutional Club on March 25. Send s.a.e. for details to Mervyn Williams, 87 Olive Rd, Cuxford, Southampton SO16 5FT (Tel. 0703 775875).

HMS Faulkner will hold their next reunion at the Royal Sailors' Home Club, Portsmouth, on May 20. Details from C. Helier, 89 Bowers Rd, Benfleet, Essex, SS7 1BH (Tel. 0268 756141).

HMS Kipling Survivors Assn. will hold a reunion in Skegness in 1995. Details from Eric Clark, 8 Poachers Gate, Pinchbeck, Spalding, Lincs PE11 3JP (Tel. 0775 713641).

Royal Naval Patrol Service will hold their 20th reunion in Lowestoft on Oct 2-5 1995. Details from Mr John Dunn, 12 Grampian Way, Oulton Broad, Suffolk, NR32 3EW (Tel. 0502 564344).

HMS Royal Arthur Assn. will hold their eighth reunion at Skegness on May 11-14. Details from H. Holmes, 11 Sussex Gar-

dens, Herne Bay, Kent (Tel. 0227 361961).

HMS Golden Hind, Sydney, 1944. A first reunion will be held at Blackpool on Dec 2-4. Details from E. Buckner on 0228 514570.

HMS Whitesand Bay Assn will hold their seventh reunion at the Royal Sailors' Home Club, Portsmouth, on March 4. Details from Geoff Nightingale, 268 Galley Hill, Gadebridge, Hemel Hempstead, Herts HP1 3LD (Tel. 0442 63405).

HMS Southdown will hold their third reunion at Woking in April. Details from Mr E. Kerr, 60 Leonard St, Bulwell, Nottingham, NG6 8RR (Tel. 0115 9273055).

Supply and Secretariat: A combined cocktail and buffet supper party will be held for retired officers and their guests at RNC Greenwich on March 23. Any retired officers who have not received an invitation by February 1 and who wish to attend should contact Lt Cdr Ian Pattinson, DNS1, Rm 120, Victory Building, HM Naval Base, Portsmouth PO1 3LS (tel. 0705 727513) or Mr Roger Evans, 208 Stakes Hill Road, Waterlooville, Hants PO7 7BT (tel. 0705 790345).

Mk 2 Simulator decommissioning will take place in the Sea King Simulator, RN air station Culdrose. All ex-OICs, Instructors (Pilot and Observers) and Engineers are invited. Details from Lt S. Charles, RN air station Culdrose (tel. 0326 557487).

FIFTY YEARS ON

A LOOK back at the wartime operations of the Royal Navy half a century ago this month.

After the failure of Arnhem the advance towards Germany was slowing up and the need for a supply port nearer the front was urgent. In order to open the port of Antwerp the well-defended island of Walcheren at the mouth of the Scheldt had first to be captured.

An amphibious assault by three Royal Marines commandos and one Army commando was supported by a fleet of various landing craft and naval bombardment with 15in guns. The planned air support was not initially available because of fog on the UK airfields. After a furious battle the German garrison surrendered. There were 7,700 Allied casualties of the Scheldt campaign.

It was one of the finest episodes in the long history of the Royal Marines, operating in close co-operation with the ships of the Royal Navy.

This month also saw the end of the Tirpitz, sunk by RAF heavy bombers.

Principal events include:

- 1: Assault on Walcheren, involving 41, 47 and 48 RM Commandos and 4 Army Commandos. HM ships Warspite, Erebus, Roberts, Kingsmill and about 180 assorted landing craft. HMS Whitaker torpedoed off Lough Swilly by U-483. HM ships Avon Vale and Wheatland sank three German torpedo boats off Pag Island, Adriatic.
- 2: HM submarine Shalimar bombed Malacca, Nicobar Islands.
- 10: HMS Hydra mined off Ostend.
- 11: HM submarine Venturer sank U-771 off Tromsø. Both submarines were submerged. HM ships Kenilworth Castle, Launceston Castle, Penvensey Castle and Porchester Castle sank U-1200 off Cape Clear.
- 12: Lancaster bombers of No 5 Group, RAF sank the Tirpitz.
- 13: HM ships Bellona, Kent, Mynga, Verulam, Zambesi and HMCS Algonquin attacked a convoy off S Norway, sank six out of seven of the convoy and three out of four of the escorts.
- 14: HM ships Brocklesby and Wheatland

bombarded enemy positions at Bar, Adriatic. Japanese ship Heiyo, the former HMS Herald, which was captured and re-named, mined in the Java Sea. HMS Kimberley sank two German landing craft in Livadia Bay.

17: HM ships Eggesford and Lauderdale bombed enemy positions on Rab Island, Adriatic.

20: Aircraft minelaying operation at Haugesund involving HM ships Premier, Pursuer, Diadem, Onslaught, Scorpion, Scourge and Zealous. FAA squadrons 856 and 861.

22: HM submarine Stratagem sunk by Japanese destroyer in Malacca Strait.

24: HMCS Shawinigan sunk with all hands in Cabot Strait by U-1228.

25: HMS Ascension and Norwegian Sunderland sank U-322 in Shetlands/Faroes Gap.

29: MMS 101 sunk by mine in Gulf of Salonica.

30: Launch of HMS Vanguard, twelfth of name and the Royal Navy's last battleship. Taken from The Royal Navy Day by Day.



Orion veterans are welcomed at Drake

DURING their annual reunion in Plymouth members of the HMS Orion Association took the opportunity to visit HMS Drake and are pictured on the fo'c'sle of HMS Beaver.

Their itinerary also included a tour of the naval base museum and a short commemorative service, held in St Nicholas' Church. The association, formed by Bert Hodgson,

has just celebrated its tenth anniversary and since 1984 membership has grown to almost 200.

The original HMS Orion was a Leander-class cruiser which spent most of her service during the Second World War in the Mediterranean and which was involved in the evacuation of Crete.



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A List of Members and a Year Book are issued, and ARNO organises: *Regional Social functions and group holidays, *a list of members worldwide who would like to exchange homes for holidays *Social introductions * Mail redirection *Swords and uniform items for sale *an ARNO credit card. For membership application form complete the following:

To: Lt Cdr I. M. P. Coombes RN, ARNO, 70 Porchester Terrace, London W2 3TP. Please send me details and a membership application form.

BAND APPEAL TOPS £11,000

MORE THAN £11,000 has already been donated to the RNA appeal fund set up after the coach crash on September 18 which killed Musician Barry Jon Holland and seriously injured ten of his colleagues in the Band of the Royal Marines Plymouth.

IN BRIEF

THE Association's diamond jubilee celebration will take the form of a reunion in the Royal Albert Hall on October 14 next year, with the possibility of a new national standard being dedicated the next day.

SHIPMATE Ron Tasker, National Council member No. 8 Area, has been re-elected Chairman of the Association for the next year with Shipmate Fred Chambers, National Council member No. 11 Area, elected vice-chairman.

THE 1995 RNA Annual Conference will take place in Plymouth on June 25.

NAVY DAYS will be held at Plymouth next year on August 17-19 — from Thursday to Saturday so as not to clash with celebrations to mark VE and VJ Days.

WHITSTABLE branch extends a warm welcome to serving and ex-serving members of the RN and RM. The branch meets on the first Wednesday of the month at 8pm in The Royal British Legion Club, Oxford Street, Whitstable.

MEMBERS of Greenford branch and the family of their late president, Shipmate Peter Trilsbach, national ceremonial officer, thank all who attended his funeral and paraded standards.

IN appreciation of his long service to Henlow branch, Shipmate Bill "Dusty" Miller, outgoing treasurer, has been honoured with life membership.

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TRADE ENQUIRIES ARE WELCOME

As reported in last month's edition of Navy News, £3,500 was collected within a week of the appeal going out to RNA branches. Since then one of the biggest contributions has come from Doha branch in the Gulf region.

The accident on the M5 was a tragedy felt by members of the Association. Their sense of loss was made even keener by the fact that it had happened to one of the bands which had played so superbly on the same day at the RNA's 40th anniversary parade in London.

Recovering

However, members may be consoled on hearing news from their General Secretary, Capt Jim Rayner (ret'd), that all those who were seriously hurt are recovering well with only one still in hospital as Navy News goes to press.

The band will give a concert in Plymouth on December 18 at which a cheque for the final sum raised by the RNA appeal will be presented to their Director of Music, Capt John Perkins RM, by the President of the Association, Admiral Sir Desmond Cassidi.



**Together
— after
50 years**

A GALA lamp-swinging session took place at Swindon RNA Club when these three former shipmates of the wartime cruiser HMS Cape-town were reunited after 50 years.

They are former Royal Marines Ben Collings of Ipswich (left) and Maurice (Buck) Taylor of Pietermaritzburg, South Africa, with former "Jack Dusty" Geoff Faulkner (centre).

After serving in the Cape-town, which was damaged by an Italian torpedo attack in the Mediterranean in 1941, Ben and Buck served in Defensively Equipped Merchant Ships based on Aden, while Geoff was posted to Basra in Iraq.

They met up again after Ben placed a message in Navy News' "Calling Old Shipmates" column.

Island to get bell of Tiree

WHEN Shipmate Alan Snowden of West Lothian branch received a present of the ship's bell of the wartime armed trawler HMS Tiree, he felt it deserved a more fitting resting place.

On researching her history, he failed to obtain much information about the wartime activities of the Tiree, an Isles-class vessel launched in 1941. He did discover, however, that she won two Battle Honours — North Sea 1942 and Atlantic 1943-45.

He also learnt that the Tiree was engaged in wreck disposal duties at the end of the war, followed in the 1950s by oceanic surveys around the coast. She was sold to a Belgian company in 1960 and ended her life in a breaker's yard.

That her ship's bell survived to end up in the safe hands of Shipmate Snowden, is a source of wonder to his fellow branch members.

With one of the ship's former commanding officers, Lt Cdr Fred Strickland RN (ret'd), they plan to visit the Isle of Tiree next year, where the bell will be formally handed over.

Meanwhile, if any of the former members of the ship's company can supply details of her wartime activities, contact Shipmate Snowden, 90 Sutherland Way, Knightsbridge West, Livingston, West Lothian EH54 8HX (tel. 0506-435214).

US members greet HMS Lancaster

"SPICE the Main Brace", was the order of the day, when the Long Beach branch welcomed HMS Lancaster on her first visit to San Diego — and perhaps her last, for the US naval base is now due to close.

Having waited four years for the visit of an RN ship to the base, members put out the red carpet for the visitors. A buffet reception and disco was laid on for 70 members of the ship's company, seven of whom are now paid-up members of the branch.

Though members of Long Beach — the only RNA branch in the USA — are often invited to sea by the US Navy, a big highlight for them was to be invited on board the Lancaster for a reception and tour of the ship.

Yeovil

Shipmate Chick Fowler, organiser of raffles for the HMS Sheffield Association, has received some phonecalls from readers of Navy News. They mistook him for a shipmate of the same name who organised a successful "horse-racing" evening and raffle at Yeovil.

Launceston

Members look forward to the dedication of their first branch standard at a service at St Mary Magdalene Church, Launceston, at 3pm on November 27.

Veterans of the former Launceston Castle (1943-1959) will attend the service, guest of honour being the Naval Secretary, Rear Admiral Alan West. Music will be provided by the Blue Jacket Volunteer Band from

Branch News

RN air station Culdrose. The band will lead the parade at the march past.

The White Hart Hotel is providing a buffet lunch at £2 per head for the visitors and those planning to attend should notify Shipmate John Belsey, 27 Tiny Meadows, South Pertherwin, nr Launceston, Cornwall PL15 7JD.

Blandford

Shipmates and families are invited to a service of remembrance at St Peter's Church, Pimperne, Dorset, on November 13, at 11am.

The Rev. Peter Bullock Flint will conduct the service and the Lesson will be read by D-Day veteran, Rear Admiral Edward Gueritz.

To get to St Peter's Church, turn off the A354 Salisbury to

Silent majority

THE biggest abstention recorded by Barnes and Mortlake branch came when 53 members were asked to vote on the following motion: "That only allies of British Forces (no Germans, no Japanese), be invited to celebrations in 1995 to mark VE and VJ Days." The voting was — four for the motion, five against and 43 abstentions.

Blandford road in Pimperne and follow the Stourpaine road where the church can be found at the west end of the village.

On the same day at noon a short service will also be held at the Collingwood Battalion RN memorial at the entrance of Blandford Camp, to which shipmates are invited. The service will be conducted by Major Christopher Ward.

Uxbridge & Greenford

The combined fund raising efforts of members of the two branches helped raise £1,250 towards the cost of an electric wheelchair for a little girl suffering cerebral palsy.

The money was raised at a families day organised by Uxbridge and supported by shipmates of Greenford. The cheque presentation was attended by Shipmate Alan Robinson, National Standard Bearer, and his wife.

Redruth & Cambourne

With Christmas on the horizon, members have arranged a coffee morning for November 18, at which a selection of Christmas gifts will be on sale. In response to the RNA appeal for the Band of the Royal Marines Plymouth, the branch raised £110.

Wigan

The newly formed branch extends a welcome to new recruits. Members meet on the first Wednesday of the month at The Royal British Legion headquarters, Upper Dickerson Street, Wigan at 7.30pm.

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Their cups runneth over

FOR THE second year running HMS Birmingham's gunnery team has been awarded the Beresford Cup for achieving the highest aggregate standards of any ship in the Surface Flotilla with her 4.5in gun.

The cup was presented to Lt Cdr Ralph Dodds and Lt Andrew Harris, by the Captain of the School of Maritime Operations, Capt Andrew Ritchie, while Birmingham was conducting PWO(A) firings off Gibraltar.

This award now brings Birmingham's bag to three. She also has the Wattisham Cup and the Fleet Electronic Warfare Effectiveness Trophy, equalling HMS Coventry's haul.

On completion of the PWO(A) firings, Birmingham sailed from Gibraltar to take part in Exercise Dynamic Guard in the eastern Mediterranean with units from the USA, the Netherlands, Italy, Greece and Turkey.

● The Sealion Trophy, presented every two years by Kelvin Hughes to the submarine considered to be the most proficient in Tigerfish torpedo attacks, has been awarded to HMS Superb for 1992-94.

Following a NATO exercise and the submarine command course, HMS Superb paid a six-day visit to Gibraltar before returning to Faslane where she became the first submarine to be lifted completely out of the water in the shiplift.

She is now undergoing a major refit at Rosyth, which will update her weapons system and capabilities before she returns to the submarine flotilla in 1997.

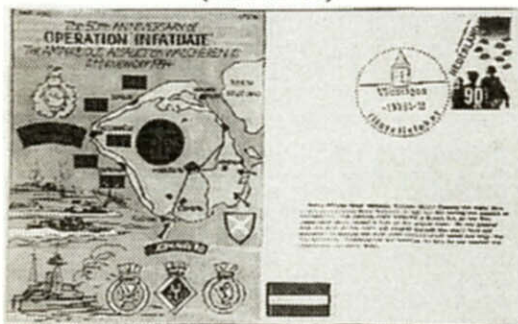
In tune with Sea Cadets

A CAROL concert in aid of the Sea Cadet Association will be held at the Guildhall, London, on Dec 2, in the presence of Lt Cdr The Duke of York, Admiral of the Sea Cadet Corps.

Tickets for the concert, which will feature the Greenwich Royal Naval College Choir, are £30 (front row seats to include refreshments with the Duke in the 15th Century Guildhall crypt), £10 and £5 for children under 16. Children under ten will be admitted free.

Applications should be made to The Concert Secretary, The Sea Cadet Association, 202 Lambeth Road, London SE1 7JL (tel/fax 071 928 8978).

Royal Naval Philatelic Society (RNPS)



The Royal Naval Philatelic Society (RNPS) relocated to Portsmouth Naval Base earlier this year, is to issue a First Day Cover to commemorate the 50th Anniversary of OPERATION INFATUATE, the amphibious assault on Walcheren, 1 November 1944. Prices start from £3.95

For further details of this cover and membership of the Society please contact:

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Back to the future

HOVERCRAFT inventor Sir Christopher Cockerell fulfilled a long-held ambition at HMS Daedalus last month when he drove one of today's versions of his invention of the 50s.

Under the control of John Gifford, of Griffon Hovercraft, Sir Christopher took the controls, piloting a type of craft at present on active service with the Royal Marines.

He flew the hovercraft for a short period along the Solent and was escorted by the Plymouth-based Royal Marines hovercraft unit of 539 Assault Squadron.

Attitude test

EIGHT thousand Service personnel are being asked to complete questionnaires which examine attitudes to pay, allowances, careers, mobility and turbulence.

The survey is part of the independent review of Forces' manpower, career and remuneration structures chaired by Michael Bett.

Small ships look to bright horizon

OPERATING off the coast of Denmark the Hunt-class ships Berkeley, Brocklesby and Chiddingfold have taken part in Exercise Bright Horizon, a NATO exercise which involved ships and units from France, Denmark, the Netherlands, Norway, Germany and the USA.

Despite north easterly gales the squadron, under the direction of Cdr Richard Bell-Davies embarked in HMS Bulldog, were deployed to clear the approaches to Hanstholm in preparation for deployment of the main forces, having completed the work-up phase of the exercise off Frederikshavn.

One of the highlights of Exercise Bright Horizon was an aerial mine-lay of Mk 52 ground mines by B52 bombers from North Dakota. The task of hunting and recovery was left to the Hunt-class ships who succeeded in recovering all 16 mines laid by the aircraft.

On completion HM ships Berkeley, Brocklesby and Chiddingfold returned to Rosyth for a short maintenance period before deploying to the Mediterranean.

The Type 42 destroyer HMS Newcastle and the Fleet tanker RFA Olva have also been involved in an exercise, operating alongside nine other NATO countries and four "co-operation partner" countries in Exercise Co-operative Venture, off

the coast of Norway.

NATO nations taking part included Belgium, Canada, Denmark, Germany, Italy, the Netherlands, Norway, Spain, the UK and the USA alongside forces from Lithuania, Poland, Russia and Sweden.

Exercise Co-operative Ven-

ture was designed to familiarise the maritime forces of NATO and the "cooperation partners" with each other and to enhance their capability to work together in future peacekeeping operations.

More than 15 ships conducted peacekeeping, humanitarian and search and rescue operations together with a number of maritime aircraft, in the Skagerrak waters off Stavanger, Norway.

Neptune sets new tradition

ON TAKING up his new appointment as Captain of HMS Neptune, Capt Roy Harding arrived to inspect an all-female guard, a tradition established by his predecessor, Capt Ian Somerville, when he joined the establishment in 1992.

First in line for inspection was POWTR Morag Roff who was the most senior Wren of the 12 on parade. Capt Harding described the guard as extremely well turned out and their drill as faultless.

This is Capt Harding's third appointment to Scotland. He was Captain Fishery Protection between 1988-90 and was Commander of the Fishery Protection Squadron between 1982-84. Before joining HMS Neptune he served at SHAPE where he was responsible for the maritime operations in the Adriatic.



Sport

In brief

SERVICE rifle shooting has been an international event at Bisley since 1981, but this year for the first time the British Armed Forces sent a team to Pretoria for the South African Service Championship.

With four of the 11 places, the Senior Service was well represented. Those taking part were Lt Cdr Graham Jolliffe, Lt Sally Roots, CPO Alan Ball and Mne Jason Waller.

Alan achieved the highest GB placing in the overall competition.

Climax of the tour was the seven-nation international match. Great Britain shot well, but with a new record score by the Springboks were well beaten.

Ball and Roots upheld the honour of the Navy by achieving top target, but individually had to concede top score to Capt John Alexander of the TA. Sally was to blame — she had coached him through the match!

HMS COLLINGWOOD B won the Portsmouth area inter-establishment golf competition. The winning team comprised Capt Charles Crawford, Lt Mark Taylor, CCWEA Dave Ramsbottom, CPOWEA John Paterson and LWTR Steve Searle. Runners-up were Nelson and Collingwood A came third.

FOR THE third year running the QARNNS have won the Inter-Nursing Services Tennis Trophy and it was the same three players achieving the feat each time.

SNO Caroline Doughty and SNN Di Joseph teamed up to win both their doubles matches — 6-1, 6-2 against QARANC and 6-3, 2-1 declared against PMRAFNS.

LNN Helen Caldwell beat Capt Susie Greenwood (QARNAC) 5-7, 6-3, 6-2 and, not wanting another marathon, saw off Flt Lt Steward (PMRAFNS) 6-1, 6-2.

DATE for the AGM of the Royal Navy Cricket Club is now November 23, and not November 22 as previously stated. Beginning at 1030, it will be held in the rugby pavilion at the US Ground, Portsmouth.

A TEAM of Young Officers from Britannia Royal Naval College, Dartmouth, won the Plymouth Command badminton championships at HMS Raleigh. Mid Pete Whitehead won the singles, and Mids Vrento Marino of Indonesia and Roshdi Bin H. J. Mohammed Said of Brunei won the Group A doubles.

A PROFICIENCY day for women badminton players is being held at HMS Sultan on November 20 and serving RN and QARNNS personnel are invited to take part. Those interested but unable to make it on that day should ring POW Chris Phillips on Portsmouth Naval Base ext 25817.

COURSES for cricket umpires and scorers leading to membership of their official association will take place at HMS Sultan, beginning at 0800 on March 6 and finishing at 1600 on March 8. Details of both are available from CCMEA P. Beard, Nuclear Training Group, Ruth-erford Block, HMS Sultan (ext 2663).

AN INTER-mess volleyball competition was arranged on board HMS Brave during a break from her duties in the Adriatic and despite soaring temperatures everyone threw their heart into it. Eventual winners were the CPOs, who collected a trophy from the CO, Cdr Kevin Parris.



SM2 TEAM PLAYERS

SPORT for All is the motto of the Second Submarine Squadron and to encourage personnel to take part Capt Chris Wreford-Brown has inaugurated squadron colours for all major team sports.

First recipients of them, pictured with the Captain, were (back l-r) POPT Micky Crouch, LS Tony Monaghan, LWTR Luke Watson, WOMEA Andrew Munro, LRO Ronnie Regan, STD Paul Perraman, CCPO Dave Williams, CPO Kev Alderson, CCMEA Dave Green, POW Donna Stearnes and LS Lee Apsley. In front are LSTD Brian Pinder, CPO Mo Morrison, POTS Buck Rogers, POMA Scouse Donaghue, CCMEA Jan Towsey and LS Joe McLeish.

POMPEY'S NET SET

OVER 100 players from 15 establishments took part in a round-robin netball tournament at HMS Collingwood. HMS Nelson came through a tight semi against HMS Sultan/Centurion (15-11) before beating HMS Seahawk 13-7 in the final.

Portsmouth proved too strong for the opposition in the Inter-Command Championship. They beat Plymouth, RM and Thames 76-18 and Air and Scotland 46-34.

Pompey's winning squad comprised (back l-r) CWPT Julie Frowen (Sultan), POW Lynne Oldham (Nelson), Lt Paula Rowe (2SL/CNH), (Capt Graham Robinson DNPTS), WREN Helen Bainbridge (Collingwood), LWREN Jenny Bradney (Centurion), LWPT Jill Monnox (Collingwood), Front (l-r) WREN Julie Wilsden (Nelson), CWREN Pauline Last (2SL/CNH), WREN Ursula Ball (Nelson) and POWPT Elaine David (Sultan).



Triathletes display strength in depth

ONE HUNDRED and ten teams of triathletes from around the country took part in the National Club Relay Championships at Holme Pierpoint, Nottingham.

Among them were three men's teams, a ladies' team and a mixed team from the RN and RM Triathlon Association.

Each athlete first had a 500m swim in relay, followed by a 15k cycle ride and a 5k run. The RN&RM A team of Mne Chris Ray (CTCRM), Mne Mark Ball (RM Poole), Mne Colby Kneale (45 Cdo) and CPO Ian Tindall (Culdrose) were in high hopes of doing well in the event.

However, they got off to a bad start and, lying ninth after the swim, had a lot of catching up to do. All cycled well and they had pulled up to fifth before the run, their strongest leg.

Mark and Ian put in good runs to bring the team up to fourth, then Chris took them into third place and just 20 seconds behind the second placed team, Total Fitness.

Last man to go, Colby put in the second fastest run of the day, overhauling the Total Fitness team by 40 seconds to come home second and see his team through to the silver medal. First place went to Brew Sports. The RN&RM B team finished 27th and the C team 49th.

In the ladies' event the RN(W)'s team had a battle with Tyne club throughout the event for third place, with Tyne just beating them to the bronze medal. The mixed team finished fourth in their category and 50th overall.

This was a great event for the RN&RM club and amply demonstrated their strength in depth.

The Royal Navy Biathlon Championships took place at HMS Osprey and consisted of a run and a swim — a 300m swim and 3,000m run for the men and a 200m swim and 2,000m run for women.

Thirty-three athletes took part and Air Command dominated the entries. The swim heats were closely contested, with POPT Mick Flaherty (Osprey) achieving the fastest time and his Osprey colleague AEM Neil Morton coming second.

Fastest lady swimmer was WREN Ali Develin (Portland), with LWPT Trudy Lambert (Heron) a close second. The competitors then moved across the breakwater to Weymouth athletics club, where a flat, open course had been devised for the run.

The runners started at one minute intervals and with time in hand Mick Flaherty only needed a steady run to win the event. The fastest runner was CPOPT Henry Gibson (Cochrane), with Lt Roger Saynor (Heron) close behind.

LWREN Vikki Norton (CTCRM) was the fastest lady home and WREN Lynn Webb (Osprey) was only five seconds behind her.

Overall results — men: 1, Flaherty; 2, Morton; 3, Gibson; 4, Saynor and PO Mark Healy (Osprey) (equal). Ladies: 1, Norton; 2, Webb; 3, Lambert; 4, WREN Tongue (Heron). Fleet (Men): 1, PO Morris (Fearless); 2, LA Hemming (Illustrious). Fleet (women): 1, POW Sawler (Fearless). Men's team: 1, Osprey. Women's team: 1, Osprey. Fleet team: 1, Fearless. Command: 1, Naval Air.



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Mr Maurice Ayling returned to Tipner Ranges to present CWREN Sue Cradock with the Ayling Trophy.

SHOOTING TO FAME

FROM the end of the Second World War until 1971, Maurice Ayling, who joined the Royal Navy as an artificer but was later commissioned, spent many hours at Tipner Ranges teaching Wrens to shoot.

He had a high opinion of his lady students — he married one of them — and remembers "the majority of the girls learned to shoot to a high standard in far less time than the men, as they admitted at the outset that they knew nothing about the sport and, subsequently, did exactly as they were told."

In the last three years of his commission he coached the team for the Inter-Service Championships and in 1971 he made a gift of the Ayling Trophy, which is awarded annually to the highest individual scorer

in the small-bore league.

After 23 years Maurice and his wife, Margaret, made a return visit to Tipner and Maurice presented the trophy in person to this year's winner, CWREN Sue Cradock at the RN Women's Proficiency Weekend. Sue is the Navy's top woman shot and took the trophy for the fifth year running.

Earlier this year she also won the Tait Trophy for gaining most individual points at the Inter-Service Small-Bore Championships.

Mark's just too good!



Cdr Richard Clapp congratulates CK Mark Toogood on winning the Bill and Fay Izzard Trophy.

A LONG association has developed between the Izzard family and Royal Navy cricket, and that has now been strengthened with the advent of the Bill and Fay Izzard Trophy, to be awarded annually to the Service's most improved cricketer.

Lt Tony Izzard RN (retd) played in the representative side for 16 years (1973-89) and during that time successfully captained both the Navy and Combined Services teams. He was also instrumental in the development of United Services Portsmouth CC, now one of the top clubs in the South of England.

His brother, CPOMEA(H) Mick Izzard, won an Inter-Service cap in 1981. Their father, Bill, remains a great fan of Services cricket and has attended every Inter-Service cricket tournament since 1973.

Ex-CPO(Airman) Bill Izzard, who served for 38 years after joining the Navy in 1942, captained the Home Air Command cricket team.

First recipient of the trophy donated by Bill and his wife, Fay, was CK Mark Toogood (Westminster), a wicketkeeper/batsman. He received it from his CO, Cdr Richard Clapp, under the watchful eye of the current Navy team captain, Lt Piers Moore.



IN TRAINING in Hong Kong for the fight that never was, former heavyweight champion Frank Bruno took time out to meet locals, among them POPT Derek Norden. Frank's scheduled bout against Ray Mercer, and three world title fights, were due to take place at the new Hong Kong Stadium on October 23, but were dealt a death-blow 17 hours before the fighters were to enter the ring when the money-men withdrew their backing.

McCoy destroys Services' lake swim record

HOSTED by the Royal Navy at HMS Temeraire, the Inter-Services Swimming Championships were well-fought, although the Navy squad was hampered by the unavailability of some of its members.

There were, however, notable performances by swimmers representing each of the Services. For the Navy, POAEA Neil Tait again broke existing Inter-Service records in his events.

Overall results were — Men: 1, RAF 98 points; 2, Army 62 and 3, RN 60. Women: 1, RAF 83; 2, Army 66 and 3, RN 34.

The Inter-Services Long Distance Championships took place at Lake Bala and provided another opportunity for some RN swimmers to shine.

Most notably, POAEA Lenny McCoy (Culdrose) smashed the existing Inter-Services record for the 3.5 mile breast-stroke event.

Lenny completed the course in one hour 20 minutes and 55 seconds, knocking an amazing eight minutes of the previous record.

Results: 1, RAF; 2, RN, 3, Army.



POAEA Lenny McCoy.

Sadly for the Navy the 1994 Inter-Services Diving Championships saw the farewell performance for the Senior Service of LSEA Chris Brisley, who achieved silver medals in both the 3m and 5m springboard events.

WDSA Mandy Bridgeland (Sultan) also achieved silver in the ladies' springboard competition.



WDSA Amanda Bridgeland.

And finally, the RN water polo team demonstrated high morale and effervescent team spirit this season. Their game improved vastly and although they were runners-up to the RAF in the Inter-Services this year continued improvement could put them in line for top place next.

CYPRIOT GAMES

RAF AKROTIRI was the base for the Navy team taking part in the RNFA's first tour to Cyprus and its fine facilities and floodlit soccer pitch made it an excellent choice, writes Lt Des Evans, the tour manager.

First of the three matches arranged was against a 259 Squadron Select XI at Akrotiri. Play was frantic but half-time came without score.

At the start of the second period PO Ian Faulkner (Illustrations) had to leave the pitch with an ankle injury and CPOWTR Paul Hobbs (Warrior) made an impressive debut in goal.

The Navy looked more dangerous for the four changes made by WOPT Tommy Johnson (CINCFLEET). In the 57th minute they took the lead when CPOWEA Steve Johnson (Sheffield) side-footed the ball home after a good run by AEM Gareth White (Daedalus), also making his Navy debut.

Penalty

The Navy continued to force the pace and when LA Craig Robinson (Heron) was pulled down in the area Johnson increased the Navy lead from the resultant penalty, after the keeper had parried his first attempt. Final score: 2-0.

The Royal Green Jackets provided the opposition for the second match at Dhekalia Barracks. Beginning slowly in the heat, the Navy gradually assumed control, with Robin-



RN Cyprus tour team photo. Tommy Johnson (back row, left) made his 200th appearance for the Navy during the tour.

son's long throws causing havoc in the RGJ defence.

Again the first half was goalless and by the second the local side seemed to be feeling the pace. LPT Bobby Cant (Gloucester) provided LAEM Nigel Thwaites (Daedalus) with an easy scoring opportunity and he duly put the Navy ahead.

A header by OM Andy Needham (Warrior) was well saved, but later he scored with a fine solo effort, beating the keeper on the near post.

Equaliser

The RGJs did not give up and reduced the deficit with an

excellent shot from the edge of the area, which gave Hobbs no chance. They pressed on for the equaliser, forcing OM David Wilson (Gloucester) to clear off the line.

With just seven minutes remaining, a long ball from Tommy Johnson was flicked on by Needham for Cant to hit an unstoppable shot into the roof of the net. Final score: 3-1.

Third match was against the Cypriot side Aris of Limasol, the team which had previously beaten Omonia, who in turn had just lost to Arsenal in the Cup Winners Cup.

Playing a mix of its 1st and 2nd XIs, Aris chose a close-passing game, which the Navy countered by keeping up the

pressure and denying them time to settle the ball.

Disarray

The Navy had the better of the first half and only Steve Johnson will know how he knew how he failed to score when clear in front of goal.

Following a pattern now, the first half was goalless. In the second half Thwaites, having his best game of the tour, made two thrilling, 50-yard runs to leave the Aris defence in disarray, but the Navy forwards were unable to turn these chances into goals.

With time running out Steve Johnson was again unlucky not

to hit the target and give the Navy the victory their attacking second half deserved. Final score: 0-0.

During this game, Tommy Johnson made his 200th appearance for the Navy team — an achievement that will indeed take some beating. He received a memento from the team before the kickoff.

Morale

This successful tour saw team-play developed and morale stoked up for the season ahead as the Navy strive to retain the South West Counties Cup — not an easy task this season, with Devon, Cornwall, Wiltshire, Somerset and new entrants Gwent in their group.

The tour, which allowed a number of young players to be tried for places in the senior side, could not have taken place without help from the RN Sports Lottery and all the participants are very grateful.

Fixtures — November 7 v Sussex Intermediate at Burnaby Road (1930); Nov 8 v Cambridge University at Fenner's (1400); Nov 15 v Oxford University at Burnaby Road (1930); Nov 16 v London University at Mottspur Park (1400); Nov 23 v Blackfield and Langley (away 1930) and Nov 30 v the Amateur Football Alliance at the Old Bromleyians Sports Ground, Bromley (1400).

□ □ □

LYMPSTONE will host the final of the Navy Cup, sponsored by Lamb's Navy Rum, on November 2, when hosts CTRM will play HMS Daedalus. In their respective semi-finals CTRM beat SM2 4-2 and Daedalus beat HMS Collingwood 3-1.

A clean sweep in Cornwall



It was a three-way tie for the Inter-Services Golf Salver this year, though the Army retain it as previous holders. The three captains (l-r) were Lt Cdr Ian Yuill (RN), Maj Martin Allen (Army) and Fit Lt Jerry Gegg (RAF). Picture: LA(PHOT) Mark Hipkin

IN a thrilling Inter-Service Championship the Navy team, captained by Lt Cdr Ian Yuill (MOD DNMCIS) put up one of their finest displays in years, beating the Army in the final match to bring about a three-way tie, writes Cdr Gary Skinnis.

The event, played over the splendid Western Gailes course, started with the Navy taking on the RAF. A 2-2 foursomes result in the morning was encouraging and the team went in to lunch buoyant and confident.

Navy wins came from the pairings of Yuill/Lt Cdr Pat Lynch (FONA) and CK Stuart Huxtable (Guernsey)/CPO Jim Thomson (Cochrane).

All was going according to plan in the afternoon singles and the Navy looked likely to secure the points needed for victory. However, the wheels then came off and, very disappointingly, matches were lost from strong positions.

The RAF took the singles 6-2 and the match by an overall score of 8-4. Huxtable again played well to beat his opponent soundly and the other win came from LWTR Ian Ashenden (Culdrose), the 1993 Navy champion.

The Navy took to the practice ground the following day while the Army were fairly

convincingly beating the RAF. This set up the situation whereby the Army required only a half against the Navy for an outright win, while the RAF's only chance was a share of the title if the RN beat the Army.

The Army were much the favourites, but the lunchtime score again stood at 2-2 after the foursomes. Huxtable and Thomson and Ashenden and Sgt Bill Parker (CTCRM) were the RN winners.

With support coming from the RAF team, the players set about their task in the singles with great determination and there were admirable performances all round. The singles result of 6½-1½ in the Navy's favour was the biggest upset for years and spoke volumes about performing well under pressure.

Notable half

Wins came from Yuill, Parker, Ashenden, Thomson, Huxtable and PO Steve Tinsley (Dolphin), the reigning Navy champion. CPO Eddie Comerford (Cochrane) gained a notable half against Sgt John Maguire, widely accepted as the Services' best player at present.

Huxtable's win gave him a maximum four points for the tournament, a feat matched by only one other of the 30

players.

Flag Officer Scotland, Northern England and Northern Ireland, Vice Admiral Chris Morgan, presented the trophy to the captain of the Army team. (As the previous year's winners, the Army retain the title).

It is sad to reflect that six of the Navy team of ten will no longer be serving at the beginning of next season, but with one or two other players returning to the fold and some promising newcomers all bodes well for next year.

Two weeks later a team of six capitalised on the good Inter-Service showing when they won the Pastic division of the Cornish Piskey at Newquay GC. Having won their way through to the final the team encountered tough opposition in the Cornish Rugby Golf Society.

It took a splendid par four at the 19th hole into a howling gale by Tinsley and Cpl Nigel Small (40 Cdo RM) to clinch the title. Partners Ashenden and Huxtable continued their impressive form, winning all their matches, and the other players involved were Lt Steve Roberts (Yeovilton) and Lt Mark Taylor (Collingwood).

The weekend effectively turned into a clean sweep for the Navy as the Piskey division was won by the Bogeymen, a team of former RN representative players managed by Lt Cdr Roger Knight, immediate past correspondent of this column.

DEVELOPING A WAY FORWARD

LAST season the RNRU took a leap to the fore in Services rugby by utilising the RFU's countrywide organisation for employing a Youth Development Officer, writes the *Leprechaun*.

Our YDO, CPOPT Barry Wills (Temeraire), has been carrying out his brief very successfully, assisting ships and establishments to set up and develop colts sections, improving coaching standards and encouraging new coaches to qualify, and helping young rugby players through schools of excellence.

Barry — who can be seen driving between establishments in a Seward-sponsored Rover 214si with Rugby Football Union Youth Development Officer emblazoned all over it — is already well into his stride for the 1994/95 season.

He plans during forthcoming terms to visit all training establishments to introduce new entries to Start Rugby and to identify, as fast as possible, the better players for progression to the RN Under 21 squad and eventually into the senior side — and we do need them, so if you spot a good player let Barry Wills know.

For further details Barry can be contacted on Portsmouth Naval Base ext 24392.

Meanwhile, *Leprechaun* has spoken to Cdr Terry Le Manquais, chairman USRFC, and he states that US are top of a league for the first time in seven seasons after this year's opening encounters in Hampshire League One.

Having been relegated last season from London Division South West Three by virtue of

points deducted for infringing registration regulations, US set out to dominate Hampshire One and thereby go straight back up again: results so far (at time of writing) are played three won three, and no team has crossed the line.

In the Hampshire Cup, US reached the semi-finals last season; this year the ambition is to reach the final.

A new coaching partnership of Ivan Torpey and Willie Feeberry, in concert with an influx of players returning to US and those who have remained faithful to the club, has laid the foundation for good basic rugby skills and open, attractive play.

Moreover, with several Navy players waiting in the wings for their registration to become valid, the prospects for the remainder of the season are good. Burnaby Road is buzzing on and off the field — players and supporters are always welcome.

Finally, Navy News rugby readers are reminded of the annual fixture between USRFC and DSRFC. This year the venue is the Rectory and the time 1400 on November 5.

Support is particularly welcome at RN representative side fixtures and here are some diary dates: Nov 2 v Hampshire at Temeraire ko 1800; Nov 16 v Plymouth Albion at Beacon Park ko 1900; Nov 23 v Lydney at Lydney ko 1900; Nov 29 v Australia CS at Temeraire ko 1900. UK Combined Services will play Canada at the Rectory on December 3 (ko 1830) and Australia CS at the Rectory on December 13 (ko 1900).



MUCH-capped England and British Lions' hooker Brian Moore has paid a visit to HMS Montrose.

He was treated to an extensive tour of the Duke-class frigate, was entertained to lunch and made the acquaintance of

the ship's rugby squad.

Brian and the rest of the England team have signed one of the ship's rugby balls and this will be auctioned at Christmas to raise money for HMS Montrose's adopted charities.

Brian was caught on the flight deck

scrumping down with (l-r) LS(M) Shiner Light, CPOWEA Dai Dumbleton (captain of the Montrose team), AB(EW) Woody Woodland, WEM(R) Dan Parks and LMEM Smudge Smith.

Picture: LA(PHOT) Steve Wood



HMS Active desperately clear their line from the ever-attacking HMS Avenger.

Picture and story: PO(PHOT) Ken Prosser

Final battle

TYPE 21 frigates Active and Avenger sent teams into a memorable final battle on the rugby field to mark the departure for Pakistan of these two workhorses of the Fleet.

It was a skillful and exciting game with both teams determined to make it a memorable finale.

HMS Active took the initiative of picking up scrappy ball fed from the front eight of HMS Avenger's pack. The ball spun out on to Active's running three-quarters, who quickly scored into the corner.

Active hoped to stretch the lead with LPT Matt Hodgkinson's penalty, but were amazed when this was disallowed on the grounds he had failed to indicate his intentions to the referee. So the score remained 5-0 at

half time.

The beginning of the second half saw Active on the defence, all the set pieces coming from Avenger's well-drilled pack. Fifteen minutes in Avenger were rewarded with an equalising try, again into the corner.

The game jostled from one half to the other, with both sides trying to play running rugby. But the pressure proved too great for Active and Avenger stole the game with a breakaway try behind the posts. Final score: Avenger 10 Active 5.

Buccaneers' salute

IN COLOURS reminiscent of the "flying circuses" of the First World War, these three experimental Buccaneer aircraft provide a unique display for families' day guests on board HMS Ark Royal off Portsmouth.

It was the last flight of the Defence Research Agency's Buccaneer XV344 (furthest from the camera) which began its operational career in 1967 with 809 Naval Air Squadron flying from the fourth Ark Royal. It was reputedly the last aircraft to depart the ship in 1978.

The DRA aircraft is in company with two other Buccaneers operated by the Aircraft and Armament Experimental Establishment at Boscombe Down.



Russians flock to Glasgow!

HMY BRITANNIA made her debut in Russia last month during the Queen's state visit to the former Communist country.

The Royal Yacht berthed in St Petersburg where the Queen and Duke of Edinburgh hosted a banquet at which President Boris Yeltsin was chief guest.

Britannia was also the venue for a sea trade day for Russian businessmen.

Meanwhile, HMS Glasgow, accompanying the Royal Yacht, welcomed on board hundreds of Russian visitors at her berth in the former tsarist capital.

After leaving Petersburg on October 20, Glasgow made a four-day goodwill visit to the Latvian capital, Riga, before returning to Portsmouth at the end of the month.

Unicorn pays off at Devonport

AFTER one of the shortest peacetime commissions of any Royal Navy vessel, HMS Unicorn arrived at Devonport to pay off as Britain's last diesel submarine.

The fourth and last of the Upholder-class, Unicorn was launched in 1992 and commissioned on June 26 last year. Her commanding officer, Cdr John Gower, was joined for her final entry into Plymouth by Flag Officer Submarines, Rear Admiral Roger Lane-Nott, and the boat was welcomed home by families and friends of the crew.

Her last deployment had been a long one — a round trip of more than 20,000 miles to visit Pakistan and Gulf states.

Proud era

In a signal to Unicorn, C-in-C Fleet, Admiral Sir Hugo White, said that it was the end of a proud era of diesel submarine operations in the Royal Navy.

"As the Flotilla now moves into the all-nuclear age, HMS Unicorn has in her short commission upheld to the very end the finest traditions of her forebears.

"Your long deployment has made a significant contribution to tactical development in areas of particular importance and added to overall knowledge."

Unicorn is the last of a line of 578 diesel submarines operated by the Royal Navy since the first boat, Holland 1, was launched in 1901.

The nuclear-powered submarine HMS Resolution also decommissioned last month at a ceremony at Faslane, due to be



● With Flag Officer Submarines, Rear Admiral Roger Lane-Nott, embarked, HMS Unicorn passes Mount Wise into Devonport flying her paying-off pennant.

Picture: LA(PHOT) Gary Hay

attended by The Queen Mother.

Unfortunately bad weather at her Deeside home prevented her from arriving but as HMS Cottesmore was alongside between operations in the Clyde exercise areas Lt Cdr The Duke of York stepped in.

After the ceremony, attended by over 600 friends, families and former officers of HMS Resolution The Duke visited the wardroom at HMS Neptune.

Another royal visitor to the Clyde Submarine Base was Ad-

miral of the Fleet The Duke of Edinburgh. He was met by base commander Commodore Brian Perowne and was given a tour of the Royal Naval Strategic

Systems School and the Submarine Command Trainer.

He then visited HMS Renown before taking a waterfront tour of the base.



Moving occasion for Navy News

IT'S A NEW look for Navy News as the First Sea Lord, Admiral Sir Benjamin Bathurst, opens our new offices in Leviathan Block, HMS Nelson.

We moved last month from Barnham Block, which had been our home for more than

20 years. With the refurbishment of that building for the Directorate of Foreign and Commonwealth Training, Navy News moved to its new location which has been specially converted for our use.

With Admiral Bathurst at the entrance to the new offices is the Editor, Jim Allaway (left); the Captain of HMS Nelson, Capt Andrew Slater; and Navy News staff members.

JMC goes Dutch

TWENTY-SIX surface ships, seven submarines and 72 aircraft from ten nations are taking part in the latest Joint Maritime Course off northern Scotland.

Designed to provide joint training in a multi-threat environment for RN, RAF and invited NATO, Army and Allied units, it features a strong Dutch presence, with the Kortenaer-class frigates Abraham Crijnsen, Kortenaer and Pieter Florisz among the ships taking part.

RN ships involved are the Type 42 destroyer HMS Newcastle, the frigates Marlborough, Battleaxe and Sheffield, the mine countermeasures vessels Sandown, Brecon, Dulverton, Cromer and Cottesmore and RFAs Orangeleaf, Fort George and Argus.

Beagle's about

SURVEY ship HMS Beagle was involved in fighting a fire which broke out on board a merchant ship off East Sussex.

Beagle answered a mayday from the Cypriot-registered collier Risnes at 7.30am on October 15 after a fire started in the vessel's engine-room.

The survey ship played water on to the Risnes until a Fire Service team were able to bring the blaze under control.

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